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#### BIRTHS.

On January 14, at Shanghai, the wife of M. KONGOFF, of a son.  
On January 25, at Shanghai, the wife of A. J. BEZLEY, Indo-China Steam Navigation Company, of a daughter.  
On January 28, at Tientsin, the wife of G. D. B. BOWELL, of a daughter.  
On January 31, 1907, the wife of O. THORNTON, of a son.  
DEALY.—At 11 a.m., February 3rd, 1907, the wife of T. KIRKMAN DEALY, Craigmont, East, Margarine Gap, of a daughter—MARGARET MARY.

#### MARRIAGES.

On January 31, at 4 p.m., at Shanghai, Mr. A. ROSENBERG and Miss ORFILA LA DONA DEAVITY.  
On February 2, 1907, at Shanghai, CHARLES WILLIAM CUMMINGHAM, R.C. Ping Ching, to ELIZABETH CECILIA SAMSTER, daughter of the late Thomas Sangster, J. M. C., Shanghai.

#### DEATHS.

On January 28, at Shanghai, WILLIAM ELLIS DUNN, late of the American Trading Company.  
On January 31, 1907, at Cheshire (Eng.), the residence of her father, Mabel, the beloved wife of W. J. B. CARTER, of Shanghai.  
On February 3, 1907, at Shanghai, DAVID FRANCIS BEARSE.  
BURDON.—On the 5th inst., suddenly, the Right Rev. JOHN SHAW BURDON, D.D., formerly Bishop of Victoria, Hong Kong, at the age of 80 years.

## The Hongkong Telegraph

MAIL SUPPLEMENT.  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, FEB. 9, 1907.

### BRITISHERS IN FOREIGN SERVICE.

(4th February.)

If anything were wanting to show that the adventurous spirit of the British, as a nation, is not yet extinct, it would surely be supplied in a most interesting article in the *Fortnightly Review*. Referring to the fact that so many Englishmen—or perhaps we should say Britons—are in request constantly for service under foreign Governments, both Occidental and Oriental, the *Review* remarks that it is a striking proof that the race is not played out. In the seventeenth and eighteenth centuries, continues our contemporary, Englishmen figured very largely in the service of the more powerful of European monarchs. The narrow bounds of their own island could not contain them, and the Empire beyond the seas did not offer the same attraction to them then, as now. But few of those to seek their fortunes in India or America, but there was constant opportunity for service at the foreign Courts, with prospects of hard fighting and a return to their homes, covered with all sorts of honour and glory. But in addition to these there were those who were practically compelled to go abroad, as there was no place for them at home—Jacobites, Covenanters, etc., who fled to recruit abroad those fortunes they

had forfeited at home. The tradition of ubiquitous enterprise has survived to the present day, and although the Empire now comprises eleven and a half million square miles, with all climates and spheres of influence it would still seem as if this gigantic concern did not offer scope enough to the adventurous spirits, whom the British Isles still annually produce. Naturally, of course, the service given by Britons to foreign Governments is different to that of yore, for now there are more officials, organizers, etc. than soldiers. Seeing that Great Britain is the pioneer of western civilization it is only natural that her sons should be in request by all backward countries, which are conscious of their backwardness, and are desirous of progressing in civilization, and not particularly desirous of progressing in civilization some countries are only too ready to accept the disinterested services of the British, if they but bring gold to the exchequer. Who is not intimate with the services of Sir Robert Hart, the distinguished Chief of the Chinese Imperial Customs? He is very much of a *persona grata* at the Chinese Court, and has been decorated by every European monarch and by the Pope. Captain Lang is another Englishman who entered into the service of China, and devoted himself to the re-organization of the Chinese navy, and if the navy fell back from the state of efficiency to which he had brought it, after his controlling influence was withdrawn, it was due to the mismanagement of the Chinese Naval authorities, and was in no way the fault of Captain Lang. Korea also sought her British administrator, and found him in Sir John McLeay Brown, who did for that country what Sir Robert Hart did for China. It was his influence alone that held Korea together during the critical times which led up to the Russo-Japanese War. As for Japan, it is common knowledge that Englishmen until recent years, when Japan learned to rest on her own oars, were employed to plant the exotic growth of western civilization, and to organize the army, navy, the education, the industries, and the railways of Japan. We have the grateful admission to-day from Baron Komura that "Japan owed a deep debt of gratitude to British institutions." Going farther afield to Siam, there again Englishmen hold advisory positions in all the important departments of State. In the United States army there are English officers, from generals downwards, while some of the judges of the Supreme Court at New York also hail from Albion. The list could of course be long drawn out, but time and space forbid. But where so many cases can be cited of Englishmen taking service under foreign Governments, it is interesting to remember one where a Briton did not take service under, but formed himself into his own autocratic Government, and his descendant is to-day the recognized sovereign of a large State, and is known to the World as Rajah Brooke—a living and striking witness to the indomitable enterprise of the race.

### Kobe's Maritime Ambitions.

(5th February.)

During the past few years, the majority of the seaports in the Far East have been engaged in considering the advisability of extending their harbour and docking facilities with the object of attracting a larger share of the mercantile marine trade and meeting the requirements of the moment. To a certain extent the question of improving harbour conditions has arisen through the vast increase in tonnage of merchant vessels plying in the East, but it has also come to the fore through the perfectly laudable desire to aggrandize the various ports in the Far East. In the Straits Settlements several schemes are in progress whose sole and avowed aim is to secure additional custom, the largest proposition being that which was adopted by the Straits Government for the benefit of Singapore. In Hong Kong there will shortly be completed a variety of schemes which should afford enhanced opportunities for the discharging, loading and docking of vessels, but in this case private enterprise has been the main if not the only factor in the construction of these reproductive works. Now, it appears that the authorities at Kobe have succeeded in inducing the Japanese Government to assist in the furtherance of a proposal for the building of new quays, which will have the effect of reducing the shipping charges and promoting trade in general. In a memorial which was presented to the Diet, reference was made to the progress which resulted from the nationalisation of the railways, in so far as internal communications were concerned, but regret was expressed that nothing had been done for the harbours of the kingdom. The memorial went on to say that the competition between Japanese and foreign shipping is growing daily more severe, while an important event in regard to international communications is at hand in the completion of the Panama Canal. "The improvement of Japan's harbours is, consequently, it was urged, a matter of great urgency. At its last session the Diet passed a resolution for the construction of harbour works at Yokohama. With regard to Kobe, however, only ¥3,000,000 was voted for the connection of the communications on land and sea. That vote was welcomed as the harbinger of more extensive arrangements, but the time has come when Kobe, in view of its importance, claims its right to receive further favours. At present, there is a tendency to concentrate the harbour accommodation for large vessels at certain representative harbours. The whole East, in fact, the memorial declares, requires one central harbour of universal use, and both from geographical position and considerations of

general convenience, that central harbour should be in Japan. Of the Japanese harbours, no one will deny that Kobe is the most favourably situated for occupying this position. Kobe Harbour consequently requires to be so equipped as to be placed among the greatest harbours in the world. The idea that Kobe shall become the great central emporium of the maritime trade in the Far East is somewhat far-fetched especially when it is remembered that the Japanese port is not yet within measurable distance of being a terminus for international shipping. After the original idea of devoting three and a half million yen for the purpose of developing the resources of the port had been submitted, an investigation took place on the subject of the present facilities afforded at Kobe, and it was finally decided to set aside thirteen million yen for the construction of extensive reproductive works. But the cost will be spread over several years, the proposal being to expend four hundred thousand yen this year, while the improvements will proceed until the scheme as now adopted has been completed. Even then it is believed in Kobe that the accommodation for the shipping trade will not be adequate for the increased facilities required, but on the principle that half a loaf is better than no bread the authorities at Kobe have expressed their acquiescence in the proposals of the Imperial Government. Indeed, to indicate the enthusiasm of the people in the new scheme, it is stated that Kobe will undertake to be responsible for one-third of the total expenditure, which will certainly impose a heavy burden on the residents. It will thus be seen that the Japanese Government propose to divert an amount for harbour extensions practically equal to the sum which has been earmarked for similar purposes in Singapore. Whether they will succeed in elevating Kobe to the leading position in the shipping traffic of the Orient is another question. Manila, it must be remembered, is making a bold bid for the Pacific trade and will, in the near future, employ greater exertions to become a recognised factor in this direction. It is futile to prophesy, but if Hong Kong maintains her supremacy as the distributing centre for South China we fancy there need be little need to fear any loss of prestige by the advent of a new rival in the North.

### THE ROYAL VISITORS.

(6th February.)

Once again the annals of Hong Kong have been enriched and vivified by the visit of a Prince of the Blood, whose presence is enhanced by the fact that His Royal Highness is accompanied by his gracious Consort and daughter. It is nearly seventeen years since the Duke and Duchess of Connaught first landed in this Colony and many things have happened in that period. Then the Duke was homeward bound from India where His Royal Highness had spent three strenuous years in building up the army of that Empire and attaching it to the person of the late Queen Victoria by the closest ties of loyalty and affection. In a peculiar fashion the Royal Family of Great Britain have been gifted with the faculty of inspiring love and esteem, and never were those golden threads more tightly woven than at the present day. On this occasion the Duke comes to Hong Kong as a servant of the State, empowered by His Majesty's warrant to inspect the defences of this utmost outpost of the Empire in the Orient, and while the celebrations which were held to welcome the arrival of their Royal Highnesses to-day were well calculated to prove how strongly influenced the residents of Hong Kong are by the presence of those who stand in near proximity to the Throne, the fact was not forgotten that the Duke of Connaught comes not as His Majesty's brother but as Inspector-General of His Majesty's Forces. Nevertheless, it cannot be lost sight of that His Royal Highness embodies in himself the person of King Edward and for that reason, if for no other, would obtain in Hong Kong a reception true to the traditions of the Colony and demonstrative of the delight which permeates the subjects of the King when a relative of King Edward the Peacemaker makes but the briefest sojourn in the land of "Fragrant Streams." We can well understand with what interest their Royal Highnesses will recall the appearance of the City of Victoria when last they designed to enter into the spirit of the community, and how eagerly they will compare the present with the past. Hong Kong, like most British Colonies, has always been assertive of its desire to advance. A barren rock has been converted into the premier port, so far as tonnage is concerned, in the world; the sides of a precipice have been scaled by indomitable effort on the part of the pioneers, and where less than three-quarters of a century ago nothing distracted the eye between the muddy shores of the island and the sky line at the Peak, handsome residences dot the landscape and speak eloquently of the progress of the port. But it is not these things which will attract most attention; it is the numerous massive edifices raised over that part of the city which was a mere name when the Duke and Duchess were previously in Hong Kong, and which owed its inception to the energy of a few leading citizens and was formally inaugurated by His Royal Highness. The scheme of reclamation had not been completed and probably it would be difficult for the Duke to locate the foundation stone which he well and truly laid in those earlier days of the Colony's history. Then, again, Kowloon has sprung from a few haphazard huts to the position of one of the most active industrial centres of the Far East and probably, at no very distant date, when the railway to Canton is completed, to supplant the mother

settlement. If all the ports can be read aright, as has already been remarked, His Royal Highness comes to Hong Kong on official duty, and for that reason many of the festivities which might have been organised for the benefit of the Royal party have necessarily had to be curtailed. But sufficient will be done to signify to their Royal Highnesses the pleasure experienced by all sections of the community in the visit which was hailed with so many marked expressions of enthusiasm to-day. Then the Royal Family of Connaught have succeeded so patently in winning the hearts of those among whom they have been placed. The absence of anything approaching assumption or pride, the readiness to fall in with the wishes of those who have sought to do them honour, have had much to do with the popularity of their Royal Highnesses. In honouring the Royal party Hong Kong is honouring itself, and we can only trust that during their all too brief visit to the Colony they will be favoured with satisfactory atmospheric conditions, so that they may depart with a cheerful picture on their mental retina of the chief beauties of the island, and with some understanding of the manifold industries and enterprises which have combined to make Hong Kong what it is to-day—a live Colony in a live centre of industrialism, a Colony which is still advancing, and a Colony which delights in rendering homage to the King and to those of his blood.

### THE DONORS OF THE STATUES.

Amid all the interest and enthusiasm engendered by the celebrations held in honour of the Duke and Duchess of Connaught one is apt to neglect those public-spirited citizens to whose generosity was due much of the "unusual functions" which marked this felicitous occasion. We refer to those who are responsible for a large part of the benefactions which will contribute in time to make Victoria a City Beautiful, and even at the present time give an impetus to the artistic sense of the community. It is difficult in a Colony like Hong Kong, where contour is so rugged, to find a suitable site where the embodiment of Royal personages may be erected, but Queen's Statue Square was to all intents and purposes designed with that object in view, and its value as a centre of interest both for the visitor and the citizen has been enhanced by the ceremony in which the Duke of Connaught was the principal figure this forenoon. Already there were three statues in that quarter—which in time will be dominated by some of the handsomest official edifices in the Colony—but with the addition of the counterfeited presentiments in bronze of His Majesty the King and the Prince of Wales a gallery of art has been created which should effectively enhance the all too few artistic treasures of the city. The point to be observed is that these statues are the voluntary contributions to the community of private individuals and to Sir Paul Chater in great degree is due the utmost praise for his disinterested gifts—for he was previously the donor of a statue of the Duke himself—to the home of his adoption. In this connection we may recall the curious coincidence that Sir Paul Chater was one of the principal movers in the reception which was given to the Duke and Duchess of Connaught on their previous visit to the Colony, and what is still more curious it was the Duke of Connaught who inaugurated the reclamation scheme, and it is the Duke of Connaught who, now that the scheme has just been completed, takes the leading part in adding, as he himself said, to the "ornaments of the city" on the very site of the reclamation. Sir Paul Chater has done much for the benefit of the Colony and not the least of his works has been the inception and completion of the reclamation scheme and the donation of statues to the Square which he has helped to beautify. Now it has been announced that Mr. H. N. Moody, who may be described as one of the chief figures in Hong Kong's commercial life, has decided to present the community with a statue of the Princess of Wales. The thanks of the community are due to those individuals who are helping to build up a sentiment in the community which is not wholly utilitarian. And in this connection it might be suggested that there is still ample room in Statue Square for the erection of monuments to those who are not of Royal birth but have given royal donations to the Colony. At all events, it is a pleasing thing to know that there are in our midst citizens who endeavour to requite the community for the favours which fortune and their own personal energy have conferred on them. Sir Paul Chater is entirely to be congratulated on the result of his munificence, and the enthusiastic manner in which it has been received.

### HONG KONG'S COMMERCIAL ADVANCEMENT.

(7th February.)

Of the many interesting features which marked the reception given by the community of Hong Kong to the Duke and Duchess of Connaught yesterday, none was of more significance than the insistence by His Royal Highness on the commercial importance of the Colony. There has always been a clique or congerie which would regard Hong Kong as being little more or less than a coaling station for the British Fleet, a military stronghold giving opportunities of obtaining something more than a *pied à terre* in China. It has even been suggested that the railway from Kowloon to Canton, now in course of construction, will be of more value to the Empire as a source of strategic importance than a link in the commercial develop-

ment of the port. Such a perfunctory doctrine has obtained credence in many quarters, with the obvious consequence that the numerous business enterprises which have arisen and been carried on with vigour and success have been slighted and deprecated when they have not been absolutely ignored. As a matter of fact, which cannot be gainsaid, Hong Kong has devoted more attention to the commercial side of its career than to the port itself, its regiments which have their temporary habitation on the island. From a social point of view the presence of the military is decidedly of advantage to the Colony, though as to their value as military units we confess ourselves unable to judge. No doubt in times of local uprisings, which, fortunately, are few and far between, their services would prove invaluable, and it cannot be denied that several thousand European and Indian soldiers, favourably affected local trade, and contribute to the welfare of the smaller merchants of the Colony. But they are not an integral portion of Hong Kong's population, for it is conceivable that Hong Kong would still flourish and provide a rallying ground for British trade in South China, even although the troops were withdrawn. And in these days when disarmament is in the air—a visionary idea, perhaps—and an economical Liberal Government is cutting down expenses by reducing the number of regiments, allocating new stations and re-organising the Services generally, it is not to be assumed that Hong Kong will always have the privilege of entertaining an army establishment of the existing strength in the Colony. Then the true factor in the prosperity of the port is bound to come into prominence and it will be made abundantly clear how much Hong Kong owes to the initiative, energy, and dogged perseverance of the mercantile community. The Duke of Connaught with great understanding recognised this fact and emphasised it. He referred to the "terrible infections" which have befallen the Colony—a portion of our annals which was rather too much dwelt upon in the address from the community—and observed: "I pray, now, that these are matters of the past, that there is an era of unbroken commercial prosperity before us; also that the developments and progress, so well begun, will continue and prosper." A community which can raise one way or another a sum approaching \$300,000 for the relief of suffering inhabitants, and whose Government, in a time of stress and comparative depression, can "guarantee" a like amount, is not exactly on the verge of bankruptcy. Of course, Hong Kong has many commercial rivals, our allies, the Japanese, being by no means the least pernicious, but competition rightly directed is not to be feared, for it should prove more in the nature of a spur than a check to individual and organised effort. No one can pretend to foretell the results likely to flow from the construction of railways throughout South China, the impetus which will probably be given to trade in general, and the demand which it may be assumed will arise for articles of Western manufacture when the natives of the interior are brought into direct communication with the outposts. Each successive report by the various Commissioners of Customs in China teems with references to the partiality which the Chinese display for Western products, and each attributes these new and increasing demands for foreign importations to the advance of education and the effect of an ever-widening system of railways. The Duke was undoubtedly right when he suggested that with the development of our great neighbour we might hope to experience a period of continued progress and prosperity. In his closing remarks His Royal Highness observed that: "It is therefore a peculiar pleasure to us to think how well placed Hong Kong is to fight the battles for commercial supremacy. The value and importance of this great port is fully appreciated by those at Home who watch over and guide the destinies of our Empire." Certainly, Hong Kong is well placed for the distribution of foreign wares throughout the length and breadth of South China, but a watchful eye must be kept on the energetic residents of Canton, and their undoubted scheme to rehabilitate the ancient port of Whampoa at the expense of this Colony. In each of his speeches the Duke dwelt on the commerce of Hong Kong, a fact which must have been noted with satisfaction by those who extended a welcome to the Ducal party, most of the Colony's representatives being men who have in no small measure assisted in advancing the commercial interests of the port.

### SOME FACTS ABOUT OPIUM.

(8th February.)

In view, doubtless, of the crusade started by anti-opium reformers in Great Britain and China, the Secretary of State for the Colonies was moved to request the Governor of the Straits Settlements to furnish a return of the amount of opium which had been annually consumed in the territory under his jurisdiction since 1896, and the revenue derived by the Government from the sale of the opium. Probably the same desire for information on this homely question was sent to the Government of Hong Kong, but there does not appear to have been any White Paper on the subject. It is, we admit, a question which will not appear in due course. The Secretary for Chinese Affairs in Singapore has framed tables of the amounts recorded in each of the Straits Settlements and the Federated Malay States, so far as obtainable, but expresses doubt as to the accuracy of his figures. He observes that: "Even with regard to those for the last few years, a surmise of accuracy is impossible. The ports of the Colony are 'open establishments,' it is possible therefore for the Government to import opium clandestinely and to sell more than they report to me. There is, however, no reason to believe that this has been done." The figures are stated in chests of Benares opium and calculated on the basis that each chest is manufactured into 30 tablets of chandu and that each tablet is equivalent to 1,300 taels. The Secretary also explains that: "In practice, there is in China, large amounts of cheap Benares opium have been used in the preparation of chandu, but the return will probably be better stated in chests of opium than in tablets of chandu. There are no means of ascertaining the actual amount of Indian and Persian opium used by the farmer." Omitting the figures obtained in Penang, Malacca, and the Malay States it will be sufficient to state the returns for Singapore, which may be considered for purposes of comparison more or less as a par with Hong Kong. In 1896 there were 242 chests imported, into the Southern Settlement, but at a somewhat increased rate until 1903, when 356 chests were being converted into chandu (opium prepared for smoking). It will be remembered that in 1904 there was an outcry among the opium farmers regarding the financial loss they were sustaining by reason of the huge sums they had to pay for the monopoly. The Government of the Straits Settlements, regarding the agency of the question, dealt with it as an ordinary and practically admitted the justice of the demand for compensation by reducing the amount of payments to the Treasury, which had previously been the revenue derived from the monopoly. They also permitted the farmers to increase the price at which chandu was sold to the public, from \$2.50 to \$3.00 per tael. Naturally, the direct result of this enhancement of the retail price of the drug was a falling off in the quantity consumed by the public, and the farmers still found themselves paying the Government more than they realised from their farms, and moreover, the increased value of the chandu gave a direct impetus to smuggling, and to the consumption of morphia, it is not therefore surprising to learn that the chests of opium consumed in Singapore dropped from 1,956 in 1903 to 938 in 1904. There was a slight increase in the following year, the figures showing a consumption of 1,046 chests of opium. With regard to the revenue paid by the farmers to the Government, it appears that in 1906 the receipts were \$1,080,000, was the figure of the successful year. In 1898 the farmers secured the monopoly for three years with an offer of \$1,455,000 per annum, the profits obtained from the opium farm appear to have aroused the cupidity of others, for, to the Government accepted by the Government provided that the farmer should pay no less than \$3,000,000 per annum for three years, and that rate was enhanced in 1904 to \$4,245,000 per annum. Then the farmers found that they could not afford to pay that amount, and the tender was reduced to \$3,540,000, and this year it has been still further reduced and is not expected to produce more than \$2,500,000. But even that sum is a huge amount, and it is not surprising to learn that the Government, which will need to show the difficulties which will need to be met, should be very much to the point of view, that it would sweep the drug off the face of the earth. It is by no means a simple matter to discover methods of taxation, direct or indirect, which will not fall heavily on the people generally. In a community of 250,000 the abolition of the opium farm, which is to say that opium in any shape or form is refused admission by the Government, would mean that extra taxes would have to be raised to the amount of \$100 per capita per annum. I am why most Chinese, and I repeat, why anti-opium propaganda is a waste of paper, and the professed desire of officials to stamp out the habit as a sop to fanaticism.

### HONG KONG HARBOUR NEEDS.

One of the effects, which has practically escaped the notice of the general public, of the memorable typhoon of the 18th September last, was the destruction of the fire-bell which was at the disposal of the harbour authorities. The bell was damaged, and the prayers wall and wrecked beyond repair. As a consequence, should an outbreak of fire of any magnitude occur on any of the vessels, which are continually passing through the harbour of Hong Kong, those who undertake the work of coping with such emergencies would, to all intents and purposes, be at the mercy of the owners of waterboats. At the present time, when the signal is given that a vessel in the harbour is on fire, all the available waterboats are required, and ordered to the ship in distress. But it is conceivable that the waterboats might be engaged at the moment, or be without a sufficient supply of water for the purpose of resisting the flames. That is a contingency which has not arisen up to this moment, but it is one which cannot be blocked, and should not be allowed to exist. It is, for creditable that in the premier port in the world a fact which we are never tired of repeating—where some of the largest vessels are berthed every other day, there should be any possible defect in the machinery for extinguishing fires. Even the owners of the waterboats, which are so hastily commandeered when an accident is given, may not always feel quite satisfied with the automatic action of the harbour authorities, but, of course, they know better than to say any protest. If this condition of things were allowed to continue there is no question that the port of Hong Kong would speedily become a byword among the shipping fraternity. In these days of competition, when all the principal ports in the Orient are fighting for supremacy, when Singapore, Manila, Kobe and Yokohama are expending or are about to expend huge sums in extending their harbour facilities, it behoves Hong Kong to keep its advance guard, and to know that one of the first essentials of a first-class port is lacking, that is to say, the ability to cope with an outbreak of fire in any vessel in the port on any and every occasion, then there is a loophole of which our competitors will assuredly take advantage. The main thing is, that the floating brigade should be on a proper basis, that the establishment of a fire-fighting force should be an integral part of the harbour authorities' establishment. It has been suggested that at the present juncture the Government might not be in a position to replace the sinking fireboat by a "retially" new vessel, but that difficulty can be overcome in another way. As stated, when a fire does occur, every waterboat in sight is rushed to the scene. But the boats have the largest carrying capacity may be otherwise engaged, or without a drop of water in the hold. Would it not be feasible to subsidise the owners of waterboats which have ample storage provisions,















which, had been specially retained to take their Royal Highnesses to Canton. Captain C. V. Lloyd was then in command, and saw to the comfort of his Royal passengers. The weather at Canton was dull and showery. Mr. Alabaster, the British Consul, received the Royal party at Canton. Salutes were fired by the British, German and American gunboats. In the afternoon, the Viceroy had sent one of his chief military officers and a number of attendants to conduct the Duke and Duchess through the narrow and crowded streets of the Chinese city, and offered them every facility to see the sights. Their Royal Highnesses visited the usual places, the temple of the 500 gods, the Five-story Pagoda, the Temple of Longevity, the Temple of Horror, and so forth. The official historian, incorporated in his account at this point a description taken from the *Hongkong Telegraph* of the 2nd of May, 1893, of the execution of Chinese pirates at Kowloon City. The Royal party lunched with the British Consul and Mr. Alabaster at the Yamen, and afterwards visited the principal Chinese shops where they purchased articles of embroidery and other Chinese work. The Duke called at the English Club and the day closed with a dinner at the British Consulate followed by the reception at which the Duke and Duchess gave audience to all the European community of the town. The Royal party returned to Hongkong by the *Harlow* but did not land again, proceeding straight on board the P. and O. steamer *Arctica* which was to conduct them to Shanghai and Japan.

## THE DEPARTURE.

The *Arctica* left at noon on the next day, but as it was Good Friday no salutes were fired by the men-of-war. The French and Russian men-of-war manned their yards and the Russian band played "God save the Queen," while cheers were given by the sailors of H. M. S. *Impetuous*.

Before departing, His Royal Highness the Duke of Connaught conveyed to the people of Hongkong, through the Acting Governor, the great pleasure which he and the Duchess had enjoyed and their gratification at their reception in Hongkong.

## AN ACKNOWLEDGMENT.

We are indebted for the main facts of the foregoing account to the official report of the visit to Hongkong of their Royal Highnesses the Duke and Duchess of Connaught, written by Sir Francis Fleming, who was then administering the government in Hongkong. Sir Francis Fleming retired from the Colonial service in 1901, after the expiration of his term of office as Governor of the Leeward Islands. The *Hongkong Telegraph* of that date has also been utilized to supply the outline and description, much of the official account having evidently been drawn from that source.

## PRESENTATION AT GOVERNMENT HOUSE.

After he had gone to press yesterday, a pleasing function took place at Government House at 6 o'clock when the Chinese members of the Reception Committee made presentation to their Royal Highnesses the Duke and Duchess of Connaught and the Duchess of Devonshire at the residence of T. R. H. the Duke and Duchess of Connaught and Princess Patricia. Hon. Captain M. Ponsonby, M.V.O., Captain H. C. Coleman, A.D.C., Mr. R. A. Ponsonby, Private Secretary, the Hon. Dr. Ho Kai, C.M.G., the Hon. Mr. Wai Yuk, Messrs. Lau Chu-pai, Ho Fook, Ho Kom Tong, Poon Yau Chuen, U Hoi Chow, and Leung Ngan Pan.

The presents were displayed on a table in the drawing-room. The Duke and Duchess were surrounded by a number of beautifully designed and exquisitely executed silk embroideries to serve as wall hangings, which are the finest examples of Chinese art in ivory-carved ball, which were told in one of the very few specimens extant of the finer Chinese carving, and silverware consisting of tea cups, forks and spoons and a bundle of fine ivory chopsticks.

Dr. Ho Kai acted as the spokesman, and in making the presentation he said that the Duchess and Princess Patricia might be graciously pleased to accept those presents, which are of no intrinsic worth, as a token of loyalty and devotion to the Throne and the Royal family.

On behalf of the Duchess and Princess Patricia, H.R.H. the Duke of Connaught briefly thanked Dr. Ho Kai and the Chinese community for the presents which the Duchess and Princess Patricia were pleased to accept. This concluded the ceremony, and the Chinese gentlemen then retired.

## THE ADMIRAL'S DINNER.

Last evening the Royal visitors dined with the Commander-in-Chief of the China Squadron, Rear-Admiral Sir Arthur W. Moore, and a select party representing the military, professional, and commercial interests of the Colony. The dinner was given on board the flagship *King Alfred* and proved a complete success. The Royal party proceeded from Government House to Blake Pier, their bodyguard consisting of members of the constabulary. The Admiral's launch was in waiting and conveyed the guests to the flagship, where they were received by the Admiral and officers of staff. The guests returned to Hongkong at 10.30 p.m.

## THE ILLUMINATED "KING ALFRED."

Seldom have residents in Hongkong witnessed a more beautiful sight than that presented by the *King Alfred* as she gracefully floated at the naval anchorage last night. Illuminated from waterline to mast-head by a myriad of electric lamps, the *King Alfred* seemed more like the phantom of a mirage than the actual embodiment of one of His Majesty's most powerful engines of war. The design of "outlining" the ship by means of electricity is no doubt an ancient one, but in this case there was an artistic mind at work and the result was a fairy creation which attracted crowds to the quay. The lights at the mast-head twinkled like stars, giving signals to the other ships of the British Fleet in the harbour. Even the darkness of the night conspired to lend charm to the fascinating scene.

## TO-DAY'S PROGRAMME.

To-day, the Duke of Connaught was busily engaged in the performance of his duties as Inspector-General of His Majesty's Forces. This evening their Royal Highnesses will dine with H.E. Major-General R. G. F. Broadwood, Commanding the Troops in China, and at 10 p.m., the Royal party will proceed to the steamship *Yamato*, which has been specially chartered for the occasion, and sail to Canton, where a large number of visitors leaving the capital of South China to-morrow night returning on Sunday morning to embark at 2 o'clock on board the *Dalia* for Singapore.

## THE "HOMER."

The *Homer*, which is lying alongside Blake Pier, has been admirably fitted up for the convenience and comfort of the Royal travellers. The alleyway leading to the saloon has been heavily carpeted, and is lined with beautiful plants and a variety of Chinese curios including a magnificent bronze incense burner. Chinese lanterns strung with electric lamps depend from the ceiling and give almost an oriental aspect to the place. The suite of rooms to be occupied by the Duchess of Connaught, Princess Patricia and Miss Pelly are situated on the starboard side of the ship and have been specially decorated and furnished for the occasion. The Duke, General Macleay, Captain Ponsonby, and Captain Coleman A.D.C. to the Governor, have their

quarters on the opposite side of the vessel. The saloon has been beautifully embellished, and is equipped with blackwood furniture, a variety of Chinese pictures, and a number of Chinese blackwood lanterns, all of which are the property of Captain H. D. Jones, the master of the vessel, under whose personal supervision the scheme of decoration has been carried out. Captain Clarke, the secretary of the Canton Macao Steamboat Company, was also in attendance in the course of the day seeing that the arrangements were satisfactorily completed.

## A SPECTACLE FOR THE MULTITUDE.

None should omit the spectacle which will be afforded when the native craft take the opportunity of showing their appreciation of the benefits of British rule. There will be lanterns, candles and crackers galore. What else there may be can be left to the imagination.

## ANOTHER MUNIFICENT GIFT

BY MR. H. M. MODY.

We are informed that a cheque for \$10,000 was received last week by the Hongkong Benevolent Society, from Mr. H. M. Mody, the money to be used for the benefit of the Society as to that institution may seem fit. This is but one of the munificent gifts and generous donations made by this gentleman to the various institutions of this Colony, to whom he has been a "friend" indeed. While Mr. Mody is, perhaps, the most liberal and magnanimous member of the community, he is, at the same time, one of the most modest and retiring. Perhaps no other citizens of this Colony have done so much for its welfare as Mr. Mody and his partner, Sir Paul Chater, C.M.G., Mr. Mody having an interest in almost every enterprise in the Colony for the past thirty years. With such excellent examples before them, others of the community might well say to themselves, "I'll go and do likewise to the best of my ability," as there are many deserving institutions awaiting their assistance.

## ALLEGED DISHONEST BOOZIE.

DISAPPEARED WITH CASH BOX.

Until some months ago it was possible for Chinese women in Hongkong to obtain licences from the Government to run opium dens. Why this "old custom" should have been discontinued was not stated, but that such was the case is proved by an order, issued not so long ago, which prohibited any woman being the licensee of any opium den. This order apparently was not known to Mrs. Chan Mui, the owner of a den at No. 12, Queen Victoria Street, and when she went to get her licence renewed a few weeks ago she received a starter. She was told that it was impossible that licences in future were only to be issued to men, and that if she wanted a permit she must produce some male friend in whose name it would be issued. Chan Mui was a bit annoyed at first, but that did not remedy matters; if she wanted to continue business a man must be got. After some days of mental worry as to who was the most likely person among her male acquaintances to do this, she picked out one Mr. Fat, and the licence was secured. In taking supreme command of the den, he was alleged to have drawn a month's wages the very day he took charge. Several days later she noticed that the receipts of the den were gradually beginning to grow less. At the rate things were going the old woman feared something serious would happen one day, but did not imagine that she would come to such a bad end. On the morning of the 5th instant the old woman was in a hysterical condition. It could not be found anywhere, likewise her money box, containing \$38. She hurried to the Central Police Station and lodged a complaint. A hunt was made for the missing lip, but it proved fruitless. She secured a warrant this morning from a magistrate for her arrest, which will come about if she meets him again.

## CANTON DAY BY DAY.

[From Our Own Correspondent.]

Canton, 29th February. On the 29th ultimo an officer named Lo Kwan Kiu accompanied by a troop of 300 soldiers proceeded to "ha hang" by steam launch and raided a village of the clan surname Chou. They captured six robbers including a robber leader named Chou Par Wong and afterwards brought them back to Kowloon Camp. The Chinese seals of the different yamens were closed yesterday afternoon and will be opened again about the 1st of March. During the interim the different yamens will be closed for the transaction of official business. A telegram has been received here from Peking stating that an Exhibition of Native Goods has been opened in the Province of Feng-tien for the display of the native products of the various provinces, and asking the Canton authorities to send the best kind of the Kwangtung native products to that Exhibition to be on show.

## THE LIEUT. TARTAR GENERAL.

[From Our Own Correspondent.]

Canton, 4th February. A telegram has been received yesterday by H.E. the Tartar General Shou from the newly appointed Lieutenant Tartar General Li Kuo Chi, stating that he is expected to arrive in Canton on the 10th instant to take up his new post.

## JUVENILE SMOKING.

The Canton Bureau of Education, acting upon instructions from the Ministry of Education at Peking, has issued a proclamation for bidding all students of junior ages from smoking cigarettes. The proclamation set forth all the evil effects of juvenile cigarette smoking and orders all teachers of the different schools and colleges in the province to strenuously prohibit all junior students from the evil habit of cigarette smoking.

## ATTEMPTED GAOL ESCAPES.

As the new building of the Nambol gaol is in course of construction, the prisoners have been placed in custody in different places on the night of the 30th ultimo. Nine prisoners who have been sentenced to death and were kept in the No. 13 Sin Lau building, attempted to escape by climbing over the wall. Before they had accomplished their task, they were heard by the watchman. The usual alarm was at once raised and the nine prisoners were at once recaptured. The Nambol magistrate reported the case to the Viceroy and by order of the latter the aforesaid criminals were executed on the 2nd instant. They should have been executed, and the official seals having been closed, on the 1st instant.

## POLICE UNIFORM.

The Police Department of Canton have issued for long-tail uniforms for the use of the force during the winter and have distributed these to the members of the force for the cold weather.

## NEW YEAR HOLIDAYS.

The Superintendent of Customs has issued a notification that the Custom House will be

closed for the transaction of business, and shipment and discharge of cargo will be suspended from the 10th to the 15th instant inclusive, being the Chinese New Year holidays.

At present the robbers are active and are extra daring; they have even attacked official yamens. At the night of the 2nd instant some rascals entered the building of a petty official yamen in Ko Wah Lane, inside the city, by the roof, and made off with a quantity of booty. No arrests have been effected as far.

In Fatsien on the 2nd instant through information received a house was raided and twenty-two persons were arrested on the charge of printing and issuing counterfeit bank notes.

[From Our Own Correspondent.]

Canton, 5th February, 1907. At 8 p.m. in the evening a fire broke out in a drug shop in San Tou Lan. The different fire brigades at once appeared on the scene and got the fire under control, before much damage was done. The building where the fire originated was the only building entirely gutted.

As the work on the construction of the new bund was alleged to have been carried out in an unsatisfactory manner, the Viceroy, Chan Lun Tai & Co., and their properties have been seized by the authorities pending further instructions from the Viceroy. The officials of the Building Work Department will carry out a survey as to the dimensions and examine the materials used in the construction so as to bring the case to a conclusion.

The Canton Bureau of Education has issued a proclamation instructing that students of junior ages should not study foreign languages at the same time while they are learning Chinese, and ordering the teachers of all the lower schools of the province not to teach their young pupils foreign languages on the ground that they are too young to study such languages, until they have a good knowledge of the vernacular language.

A Shanghai letter received here states that H.E. Shum, Viceroy designate to the Yunnan provinces, has informed the Government that he will start from Shanghai for his new post at the end of the first moon, next year.

The Canton Government Paper Manufacturing has sent out different specimens of printed forms and stationery which are to be used in all Government departments throughout the province. Yesterday, H.E. the Viceroy issued a notification to all Government offices, that from the 1st day of the 1st moon, next year, all Government departments are to use the new printed forms and stationery.

Yesterday, the Viceroy ordered Commodore Yau to proceed to Hongkong with the Chinese gunboat *Foot Lo* to meet the newly-appointed Lieutenant Tartar-General of Canton, Li Kwoh Chi.

Yesterday, a Hongkong merchant, Mr. Yip Yin, of the Hongkong firm of Wah Yik Company, applied to the Bureau of Commerce, Industries and Agriculture, of Canton, for permission to "float" his company's capital of \$1,000,000 to build an electric tramway at Kowloon in Sanwui district. The Bureau has now written to the Sanwui Magistrate inquiring about the undertaking, and inquiring if the scheme would in any way be detrimental to future railway undertakings.

Certain merchants of Canton are at present forming a company to run several steam launches between Canton and Fatsien, for the purpose of carrying merchandise and passengers, especially the Chinese tea trade.

The Japanese Consul at Canton has sent a dispatch to H.E. Viceroy Chow informing him that a certain Japanese theatrical troupe intend to hold a Japanese theatrical performance during the Chinese New Year holidays in the western suburb, and asking him to give the necessary protection to the troupe during that time. In reply H.E. Viceroy Chow stated that when ex-Viceroy Shum was in office here, he had sent several foreign agents to inquire about the troupe, and that he was in the instance obliged to treat the application in the same manner.

A fire occurred this morning, at three o'clock, at Wai Pin Street, inside the City. The fire occurred in a woodware shop and destroyed three buildings in all.

## THE CHINA RACING.

THE SITUATION ROUND BUCHEN.

Suchen, January 28. Round this city the country is denuded of animals, and transport is most difficult. There is no grain here. I have been asked by the mandarin in charge of the relief to request the Viceroy to order that the collection of Customs dues and like on grain and foodstuffs be suspended till the end of the third moon, i.e., the beginning of May.

I have visited many homesteads hereabouts. The majority of the people are living on grass (kudzu and lentils) and roots. Evidence of the growing severity of the famine increases on every hand.

The roads over which travelling is almost impossible owing to the rain are in a neglected state. All the officials and gentry deplore this and state that they wish for good roads, but no attempt has been made to repair these or to undertake other public work.

In the meantime the people are sitting still and slowly starving. — N.C.D. News.

## OFFICIAL OBSTRUCTION.

Suchen, February 1. I have returned from a five-days' journey through the country on the west of the Canal to the hiens in the district of Suining towards Suchou and Hanchoufu, and northward towards Chupichou, Tusan and Yaowu. These parts are denuded of transport animals; they are extremely difficult to traverse, and lawlessness abounds.

The following are the prices of foodstuffs per catty:—The poorest rice is 30 to 60 cash; wheat is almost unobtainable, but in a few places fetches 30 cash; bean cakes 48 cash; sweet potato leaves 16 to 33 cash. The people are eating stewed bark mixed with garlic. At Chupichou the official ten days ago fixed the price of wheat at 1,400 cash per se (about half a bushel) while the neighbouring markets had been selling it at over 2,000 cash per se; consequently the place is destitute of food stuffs.

Dogs are being caught by the starving people at night time by means of an arrangement with springs and hooks which are baited. To prevent their howling, the dogs are drugged, and then killed and eaten.

Widows, orphans and wives are being sold for from ten to fifty dollars and young children for three or four dollars.

It is remarked almost everywhere that in places apparently prosperous with stacks of straw, where animals are found, the people are without grain and are starving on green grass, as they are powerless to buy food at current rates. It is urgently to be insisted that the Grand Canal is the sole channel by which supplies can come. A price rise in proportion to the distance up the canal, and yet nothing is coming. I find the four dispatched by the Shanghai committee has still not arrived here. There are various

rumours as to the reasons for the delay, among them:—the lack of facilities for transport, difficulty at the locks and the action of the officials in refusing to pass the boatsmen through cantankerousness at interdict and ban.

The condition of the people is most desperate daily. — N.C.D. News.

## SHANGHAI PAPER HUNT.

DEATH OF MR. PEARSE.

A very sad accident occurred during the progress of the paper hunt handicap on Saturday afternoon, reports the *N. C. D. News* of the 1st inst. Mr. D. E. Pearse was riding on the hunt on the Vermon Creek line when his pony stumbled and fell some yards in front of a dry jump, precipitating his rider into the jump. It was immediately seen that Mr. Pearse was very badly injured, the lower portion of his body being quite paralyzed. Several gentlemen in the hunt assisted to remove him from his position, and there were doctors present almost immediately. The injured rider was carried to Nanyang College, an ambulance was sent for, and on this he was conveyed to the General Hospital. Severe as were his injuries, Mr. Pearse was conscious until quite late in the evening.

David Francis Pearse, was twenty-years of age. He arrived in Hongkong about three years ago, as an assistant for the firm of Messrs. Rodger & Co. He had been in the city for the last two years, and he was known to the last Hongkong tea seasons he has come to Shanghai to assist in the purchase of green tea for his firm in conjunction with Messrs. Geddes & Co. He joined the Light Horse S.V.C. as a trooper in 1905, and was a popular member, while his keenness for riding took him to Amoy where he rode in the races. Although comparatively a recent arrival in Shanghai he soon became known to a large number of people. He was one of the class of young men that Shanghai can ill afford to lose, his business ability as well as his quiet and unassuming manner winning for him friends wherever he went. Great sympathy will be felt in Shanghai for deceased relations and friends in England.

At the Imperial Palace at Tokyo, Marshal Marquis Yamagata and a number of military and naval officers have been decorated by His Majesty the Emperor on the 28th ult. in recognition of their services during the late Russo-Japanese War.

Marquis Ito and the Ministers of State were also decorated for services rendered by them in their official capacity in connection with the administration during the campaign.

## JAPANESE WAR DECORATIONS.

FURTHER HONOURS.

At the Imperial Palace at Tokyo, Marshal Marquis Yamagata and a number of military and naval officers have been decorated by His Majesty the Emperor on the 28th ult. in recognition of their services during the late Russo-Japanese War.

Marquis Ito and the Ministers of State were also decorated for services rendered by them in their official capacity in connection with the administration during the campaign.

## JAPANESE STEAMSHIP COM-PETITION.

A Tokyo despatch of 6th ult. states:—Government subsidies and lower operating expenses combine to permit Japanese steamship companies to carry freight across the Pacific ocean cheaper than an American steamship company can afford to perform service in consequence the Japanese steamship companies have been established at the same time, the Boston-Tokyo Company announces that next spring, three of its largest steamships, the *Lyria*, *Hyogo*, and *Platania*, will be withdrawn from the Oriental trade and operated to Nomo, Behing sea, and other coast ports.

The Mitsui family, one of the strongest commercial houses of Japan, has just established a new steamship line across the Pacific. It has three old steamships on the Pacific route, first vessel is now loading on the ocean burying ground from Northern Japan to Central America. Five steamers will then come here to load for Japan.

Baron Shibusawa, who has visited the United States several times, and other capitalists have arranged to establish another great steamship company with a capital of \$15,000,000. It is expected that Mr. Uchida, director of the ship control bureau of commerce and industry, will resign to become general manager. Its first service is to be to the United States. The Tokyo-Kishien Company is building three 12,000-ton vessels for its San Francisco route. The steamers now on the run will be diverted to the new South American line.

## OPIMUM IN CHINA.

SIR JOHN JORDAN AND THE WAIWUPU.

During the conference held the other day between Sir John Jordan and the Waiwupu, the former declared that in view of the enormous quantities of opium, worth some two or three million pounds sterling, owned by the opium merchants at Shanghai and Hongkong, the period allowed for the on the prohibition of all opium imports must be too short in order to safeguard the interests of these merchants. After a discussion, the authorities of the Waiwupu made a proposal to have all these stocks purchased by the Chinese Government, and to deal with those opium consignments that have not yet arrived according to the opium regulations which were recently promulgated. To this Sir John Jordan agreed that the opium which has been ordered by the merchants shall be treated as that already in the godowns at Shanghai and Hongkong, but to this the Waiwupu did not give its assent.

## RAILWAYS IN CHINA.

The *Strait Times* writes editorially on 23rd ult.:—His Excellency General Pan-Sang, the Chinese Commissioner, who is visiting "the islands of the Southern Seas" to collect money for the construction of railways in Southern China, arrived in Singapore on Monday night. He is booked to sail by the steamer *Gleng Seng* tomorrow for Patavia, where he is to combine his railway mission with the inspection of Chinese schools. He was met in Singapore by two Chinese merchants, as reported the Chinese community there, and these gentlemen will accompany him to the Dutch Colony. After a short stay in Batavia, he proceeds to Samarang, and then returns here in order to ship for China. If what we are told be true, Cheng's mission has been fairly successful. In Klang, it is stated, that he induced the Chinese to take up 20,000 shares, and that most of the money was paid in cash. In Bangkok, the money was paid in instalment to insure allotment, the contributors paid up the full amount in all monetary instalment. To Rangoon, the subscribers took up 20,000 shares, and again paid for their shares. We are somewhat sceptical of the accuracy of these figures, and we now begin to doubt the statement that a sum of \$500,000 has been contributed by the Singapore Chinese. As a matter of fact, we believe it is correct that promises to take up 1,000,000 shares were given in Singapore, but the comments in our editorial columns, and the extracts we have published from time to time from Shanghai

and Hongkong newspapers, have had the effect of opening the eyes of the local Chinese to the fact that they might be running off any capital embarked upon Chinese railway schemes, under existing conditions. The result is that not more than 10,000 shares have been taken up, representing \$500,000, and it is doubtful whether all the allotments will be paid; for already local capitalists are regretting that they listened to the voice of the "chamars." We are pleased to learn that the Singapore Chinese have displayed "much good sense." The time will come when the investment of money in Chinese railways will be safe and remunerative; but the time is not yet, and the "trait Chinese can well afford to wait for the psychological moment."

## DOUBLE LAUNCHING AT KOWLOON.

STERN WHEELERS FOR TONKIN.

The launching which took place this afternoon at Kowloon of the light draft stern wheelers *Reddy* and *Sophia* practically completes the contract made between the Hongkong and Whampoa Dock Co., Ltd., and Mr. Roque, representing the Service Fluviale Subventioned, of Tonkin. The order was for four vessels. The *Perle* went on her trial trip on the 18th ultimo, the *Emrauda* took to the water during the latter part of January, thus leaving two more vessels to fill the order. The *Reddy* and the *Sophia*—the last two ships—are of the "chamars" type, and are the only ones of the kind in the other ships. They are each 150 feet long, 24 feet broad, and a depth moulded of five feet.

## LEAGUE CRICKET.

LEAGUE TABLE.

The following is the League table up to date:—

| Club.           | Matches. | Played. | Won. | Lost. | Drawn. | Points. |
|-----------------|----------|---------|------|-------|--------|---------|
| Craigiepower    | 12       | 7       | 3    | 3     | 3      | 23      |
| Hongkong Police | 11       | 7       | 3    | 1     | 3      | 22      |
| Civil Service   | 9        | 5       | 1    | 1     | 3      | 18      |
| H.K.C.C. "A"    | 11       | 5       | 5    | 1     | 1      | 16      |
| Kowloon         | 6        | 3       | 0    | 3     | 3      | 12      |
| R. G. A.        | 7        | 3       | 3    | 2     | 2      | 8       |
| Army Staff      | 11       | 3       | 7    | 2     | 8      | 8       |
| Royal Engineers | 11       | 0       | 9    | 3     | 2      | 2       |

3 points a win.  
1 point a draw.

## SINGAPORE'S POSITION AND ITS IMPORTANCE.

H.E. THE GOVERNOR'S COUNSEL.

At the smoking concert of the Singapore Volunteer Corps, held at the Drill Hall on the 26th ult., H.E. the Governor, at the invitation of Col Broadrick ascended the platform to present the shooting prizes during an interval. This pleasing little ceremony accomplished, the Governor delivered an address of some considerable weight, and it is to be hoped His Excellency's important counsel will bear fruit among the Colony's young manhood.

At the commencement, H.E. referred with regret to one phase in the report upon the Volunteer Corps here—Pony shooting on the part of a large number of "civilian soldiers." It was a state of things he was extremely sorry had to be recorded for he could not press too strongly upon the Volunteers the vital necessity of straight shooting. Singapore, he reminded us, was a very important place, how important it was he thought perhaps many failed to realise. It was the Gateway of the East, and the East was a place which would with the advance of time become a centre of great and growing power. And since Singapore was its key, nations look with longing eyes upon it and coveted it. They would be only too glad to see it pass from our hands. He might say he did not think this was at all a likely possibility, but yet the fact of Singapore's position and its value, and there were those who would like to get it for themselves was something to be remembered. The Europeans here of course would stand to lose everything, but then there were others of its inhabitants, people who were born here, Eurasians, Chinese and others, who would also stand something too. They had known the many advantages which came of living under British rule, and they should all become content that if it ever became necessary they would be able to fight for them. (Hear, hear). Shooting, good shooting was essential for any Volunteer, and he added that it would be murder to put untrained men into a firing line. Let them not be afraid that Government would be unable to stand the increased capitulation grants due to this increased efficiency. In the event of the latter they would be gratified readily. The Legislative Council never grudgingly voted for the Volunteers, and he reminded them finally that they had an excellent Adjutant and should endeavour to be worthy of him. (Loud applause).

Cheers were afterwards given for His Excellency. — S.F. Press.

## COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Union Insurances \$380, Macao Steamboats \$301, Shell Transports \$176, Hongkong Hotels \$172, Cements \$211, Ices \$210, Powells \$74.

Sellers:—Canton Insurances \$195, Hongkong Fines \$370, China and Manila \$21, Douglas \$36, China Sugars \$19, Ratus \$35, Hongkong Docks \$10, Kowloon Wharves \$25, Homphreys Estate \$12, Hongkong Cotton \$11, China Borneo \$10, China Providents \$870, Electrics \$16, Kopes \$11, China Lights \$50, A. Watsons \$12.

Sales:—Hongkong Banks \$925, Union Insurances \$180, Homphreys Estates \$12, Dairy Farm \$161.

Nominal:—National Banks \$51, China Fines \$100, Indo-Chinese \$87, Shanghai Docks \$11, Hongkong Wharves \$25, Homphreys Estate \$12, West Points \$50, Tramways \$215, Langkai \$265.

## TO-DAY'S EXCHANGE.

London—Bank T.T. 2 1/2 1/2  
Do demand 2 1/2 1/2  
Do 1 month's sight 2 1/2 1/2  
America—Bank T.T. 2 1/2 1/2  
Germany—Bank T.T. 2 1/2 1/2  
India T.T. 2 1/2 1/2  
Do demand 16 1/2  
Shanghai—Bank T.T. 73  
Singapore T.T. 51 1/2 prem.  
Japan—Bank T.T. 100  
Do demand 100

4 months' sight 100  
6 months' sight 100  
30 days' sight San Francisco & New York 71 1/2  
1 month's sight do 71 1/2  
30 days' sight Sydney and Melbourne 2 1/2  
1 month's sight France 2 1/2  
6 months' sight 2 1/2  
Bar Silver 31 9/16  
Bank of England rate 31 9/16  
Rovelle 31 9/16

4 months' sight 100  
6 months' sight 100  
30 days' sight San Francisco & New York 71 1/2  
1 month's sight do 71 1/2  
30 days' sight Sydney and Melbourne 2 1/2  
1 month's sight France 2 1/2  
6 months' sight 2 1/2  
Bar Silver 31 9/16  
Bank of England rate 31 9/16  
Rovelle 31 9/16

4 months' sight 100  
6 months' sight 100  
30 days' sight San Francisco & New York 71 1/2  
1 month's sight do 71 1/2  
30 days' sight Sydney and Melbourne 2 1/2  
1 month's sight France 2 1/2  
6 months' sight 2 1/2  
Bar Silver 31 9/16  
Bank of England rate 31 9/16  
Rovelle 31 9/16

4 months' sight 100  
6 months' sight 100  
30 days' sight San Francisco & New York 71 1/2  
1 month's sight do 71 1/2  
30 days' sight Sydney and Melbourne 2 1/2  
1 month's sight France 2 1/2  
6 months' sight 2 1/2  
Bar Silver 31 9/16  
Bank of England rate 31 9/16  
Rovelle 31 9/16

4 months' sight 100  
6 months' sight 100



## QUEEN'S COLLEGE.

## PRESENTATION OF PRIZES.

The annual presentation of prizes at Queen's College was held in the spacious hall of the college at noon, to-day. His Excellency the Governor, Sir Matthew Nathan, who was accompanied by his wife, presided. Among those present were:—Lieut. and Mrs. Gott, Hon. Mr. E. A. Hewitt, Hon. Dr. H. K. Kai, Rev. Mr. Pearce, Rev. Mr. J. H. France, Rev. Dr. Barnett, Rev. Mr. Wells, Chav. Z. Pollicelli, Mr. Woodcock, Messrs. Ho Kom Tong, Lau Chu Pak, J. Braidwood, G. Percy, Frank Brown, W. H. Williams, Capt. Hall, Bro. Sylvester, Mr. and Mrs. Craig, Mr. and Mrs. G. P. Lammert and others.

## THE HEADMASTER'S REPORT.

Mr. G. H. Bateson Wright, headmaster of the college, read the report of the school, as follows:—Your Excellency, ladies and gentlemen: The annual statistics having assumed a stereotyped character call for no special remark. The total number of boys for the year was 1,118, the average daily attendance 1,005. The regular attendance of scholars continues to be a very satisfactory feature. School was held for 231 instead of 225 days. There would have been an actual gain of nine days, but the college had to be closed on three days on account of typhoons in the last fortnight of September. The total gross expense of the college, including a special vote of \$500 (Financial Minute No. 46) language allowance to Mr. B. C. Q. for the year 1906, is \$56,132, as against \$50,000 in 1905. This decrease is chiefly due to the low rate of exchange taken in the estimates as opposed to the actual high quotation of the Mexican dollar in the market; the balance may be attributed to reductions in salaries caused by new appointments at initial salaries. One-tenth of the amount provided in the estimates for Queen's College lapsed. The share of the public in the cost of Queen's College for the year 1906 was 44.7% being defrayed by land and public revenue of each boy to the public revenue was \$24.48, or \$2.11 less than in the previous year. The following changes in the staff took place during the year:—

February 1st, Mr. Ralphs appointed normal master.

March 15th, Mr. A. J. May, second master, retired on pension.

16th, Mr. K. Dealy appointed second master.

16th, Mr. R. E. O. Bird promoted senior assistant master.

June 16th, Mr. Tsang Chung, 2nd Chinese assistant.

17th, Mr. Tse Ching-fong appointed 2nd Chinese assistant.

November 5th, Mr. A. W. Grant, senior assistant master, returned from leave.

November 29th, Mr. A. R. Sutherland appointed junior assistant master.

October 8th, Mr. Tang Tsan-san, retired pupil teacher as from 5th November, 1905.

By the retirement on pension of Mr. A. J. May, I.S.O., the college lost the services of most energetic and capable second master, whose connection with the college extended over 27 years, 18 of which were spent in his late important post. He acted as headmaster for two periods of 11 years each. For a couple of years he was Principal of the Normal School at Wanchai and his pronounced ability in this direction was utilised in this college, whenever his services could be spared from the upper sections. The appreciation of his long and meritorious term of office found general expression from the highest to the lowest. His Majesty the King was pleased to confer upon him the Imperial Service Order, His Excellency the Governor, at the prize distribution a year ago, in most eloquent terms eulogised his services to the Colonial Government, the English and Chinese masters: boys, past and present, to the most recent admission, vied with one another to do him honour. The death of Mr. Tang Chung, after 19 years' service in this college, as pupil teacher and the last 35 years as second Chinese assistant after various steps of promotion, decided the college of a very faithful and competent master. By conscientious study he had attained a high reputation as instructor in translations from and into Chinese. The building suffered comparatively but little in the great typhoon of the 18th of September. The hall was flooded through the ripping off of a portion of the lead roof, and the long corrugated iron roof of the north-western balcony was blown away. By the prompt action of the Public Works Department, the interruption was caused to the course of studies. At the end of November the joists supporting the eastern verandah of the top floor of the west wing were discovered to be in an insecure state from depredations of white ants. As the noise accompanying the repairs rendered instruction simply impossible, the Hon. Director of Public Works kindly consented to defer the work of restoration until the winter vacation: the verandah itself and the one below being closed to traffic. It is under consideration to expose all joists supporting floors in classrooms and verandahs, that any similar mischief may be readily observable at an early stage. Electric fans were installed in all the classrooms, and first used on the 14th of May. The incomparable boon they proved in improving ventilation as well as modifying temperature, was highly appreciated by all masters and boys, English and Chinese. Expressions of surprise were heard that we had managed to survive so long without their assistance. The College authorities could not but be congratulated on their success at the Oxford Local Examinations held last July. Only 12 certificates were obtained as against 28 in the previous year. The percentages of passes were: seniors 15, juniors 33, preliminary 44. The mark "good" next to distinction was awarded only eleven times; senior 1 in arithmetic, 2 in scripture, 1 in Shakespeare; junior none; preliminary 5 in arithmetic, 2 in history. The results of this annual examination for prizes and promotions held by me under standing orders from the Governing Body are as follows:—

Upper school, 215 boys examined, 189 or 87% passed; Lower school 601 boys examined, 545 or 90% passed; Preparatory school, 122 boys examined, 107 or 75% passed. Total, 962 boys examined, 841 or 87% passed.

The following table shows the percentage of passes in each subject:—Though not equal to the high standard attained last year, the work exhibited in the examination throughout the college is highly satisfactory, and may be rated at a good average. The English subjects, composition, geography, history, dictation, reading, conversation with translation from and into Chinese, maintain a high level of excellence. There was a perceptible improvement in arithmetic, though much weakness in method and too many instances of gross carelessness were still in evidence. English grammar was weaker even than usual: the total ignorance of analysis (a subject so necessary for candidates in composition) in the two top classes was appalling. The percentage in hygiene were not so high as last year. This may be attributed to the greater severity of the questions and to a tendency on the part of many boys to give answers illuminated by the light of nature instead of based upon principles of science. Menstruation was very good in Class II, but bad in Class I. The

General Intelligence paper was better than last year. Class VIII was abolished in 1906, an additional section being added to each of the classes V and VI. Only three sections of Class VII, and two of these will be removed next term. It is therefore probable that the preparatory school in connection with Queen's College will cease to exist in the course of this year. Half an hour a week was allotted to each of the new subjects, geometrical drawing and algebra in Class IV. The teachers very little can be done in a short time, it is hoped that even a slight acquaintance may prove advantageous to boys promoted to Class III. Gardiner's Outlines of English History was substituted for Brief History in Classes II and III. There is now a tendency on the part of boys to assimilate and reproduce matters of detail in narrative that afford amusement but are of no historic value. Optional classes show considerable advance. In senior trigonometry 4 boys were examined (one failing); three attempted the solution of a triangle with given lengths. One boy completed the solution, the other made a slight error in discovering the second side. In junior trigonometry, 6 were examined (one failing)—the marks of four ranged from 79 to 85. Geometrical and model drawing were offered this year instead of Freehand. Model drawing was very successful, 5 out of 7 boys passing with marks varying from 50 to 90. Only two boys out of seven passed in geometrical drawing with 58 and 45 marks respectively. Several candidates employed only four sides when required to draw five sides, others drew pretty designs unasked for. Kwan Iu-kio-ai obtained the highest marks again as he did last year. The Normal Master, Mr. Ralphs, in a report to myself, speaks very highly of the work done by the article and acting pupil teachers, and my observation during the year together with the practical examination in teaching, leaves me heartily to endorse his remarks of approval. I also agree with him about the disadvantage of having inexperienced teachers taking charge of large classes of 60 boys, but the excellent results in VIA do not support this theoretical objection. The seventh class in the latter half of the year appears to have suffered from the intrusion of scholars, who were not sufficiently grounded in the merest elements of education. Stricter precautions will be taken in the future. Some half dozen boys were dismissed in October for having obtained admission under false pretences, being practically unacquainted with the alphabet. The year has ended with a moderate progress. Two years ago when Chinese education was restored here, one-third of the boys were in the bottom class and one-third in the top class: these conditions have in this short time been reversed, as is manifest from the table below:

| Vernacular School Class | (lowest) | 60 boys |
|-------------------------|----------|---------|
| "                       | "        | 93      |
| "                       | "        | 200     |
| "                       | "        | 142     |
| "                       | "        | 214     |
| Total examined          |          | 709     |

218 boys in the upper school and 34 non-Chinese in lower and preparatory schools bring these figures up to the total of 751 examined in English school. This access to the 5th class appears the more satisfactory when it is remembered that the original scheme of the Governing Body made provision for four classes only. In a short time about half the scholars in vernacular school will have Chinese attainments in excess of the maximum required by authority. Through the munificence of the brothers Ho, old boys of this college, five new scholarships have been founded. Class I Wright Scholarship; Class II Ho Tung, Class III Ho Fook. These are of the value of \$100 each and tenable for one year. They were presented by Messrs. Ho Tung and Ho Fook, the Scholarship in the first class being at their kind suggestion called after the present headmaster on the completion of twenty-five years' service. The subjects are hygiene, geography and translation from and into Chinese. Class II, Ho Kom-tong Scholarship, Class IV Alfred May. These are of the value of 150 each and were the gift of Mr. Ho Kom-tong, at whose request the scholarship in Class II was called after our late headmaster. Mr. May, recently retired on pension. These scholarships were awarded to the winner of the highest aggregate in the chief English subjects with translations. The donor have skillfully avoided collision with existing scholarships. The following list of successful scholars may be of interest in connection with the preceding paragraph:—

|                  |                |                   |
|------------------|----------------|-------------------|
| Senior Morrison, | \$70, 3 years, | Cheung Ting-shang |
| Senior Bellios,  | 100, 1 "       | A. Arculli        |
| Stewart,         | 100, 1 "       | Cheung Lung-shang |
| Blake,           | 150, 1 "       | Cheung Hau        |
| Wright,          | 100, 1 "       | Ko Pak-ming       |
| Ho Tung,         | 100, 1 year    | Tso Chak-min      |
| Ho Kom-tong,     | 60, 1 "        | Wong Ping-chiu    |
| Junior Bellios,  | 25, 2 "        | Tau Chim-fong     |
| o Fook,          | 100, 1 "       | Shin Chung-shang  |

IV. A  
Junior Morrison, 40, 1 " Tai Tung-pui  
Alfred May, 60, 1 " Hung Kwok-chi  
In the past year, 18 boys obtained employment under the Hongkong Government, 38 in professional and mercantile offices, 30 in situations abroad. These 147 boys nearly all came from the upper school and this heavy demand accounts for the reduction in the number of candidates for the annual examination. The cricket, football and reading clubs continue to flourish. Bombardier G. Wade has succeeded Sergeant D. Taylor, R.G.A., as gymnastic instructor, the demand on the time of the latter in connection with his military duties being too heavy to permit his continuing the instruction. We gratefully acknowledge the liberality of the public in supplementing the Government's Allowance for Prizes. As usual a full list of donors will be published in the college organ, *The Yellow Dragon*. (Applause.) Continuing, Dr. Wright said:—I should like, Sir, to supplement my report with a few remarks upon the successes of boys from the Government District Schools. Twenty-four years ago when Free Scholarships were first inaugurated, it was of frequent occurrence for these boys to win Scholarships and take high places in their respective classes. After an interval of fifteen years I am pleased to say that they have again come to the front. Shin Chung-shang from Wanchai obtained the Ho Fook Scholarship in IIIA; Lau King-ching (Saiyung-pun) was second boy in IIIA. The 2nd, 3rd and 5th boys in IIIC and the 3rd and 5th in IVC were from the District Schools. All these were admitted a year ago, and deserve congratulations on their successes. I must now ask your Excellency's permission to convey to you the respective congratulations of the masters and boys of this college on your recovery from the effects of the serious accident that befell you three months ago. Your inability, Sir, to hold your annual kindly inspection of this college in December was a great disappointment; but we are very glad that the late date of Chinese New Year enables us to have the honour and pleasure of welcoming your presence here at our Prize Distribution to-day. (Applause.)

## THE GOVERNOR'S REMARKS.

After the prizes had been distributed, his Excellency addressed the gathering at some length. He said, in part, that he wished to thank Dr. Wright for the interesting report he had just read concerning the progress of the college during the past year. At the commencement of the report he referred to the stereotyped remarks regarding the attendance at the college. The college had 1,000 boys on the roll, but could not increase that number owing to the absence of proper accommodation. If there was any increase to be made it would not be in numbers, but in a higher standard of education. Some time ago the preparatory school was abolished and the accommodation thus rendered vacant was given to the lower school. Last year, he explained, the college consisted of eight classes, as follows:—123 boys in the upper classes, 456 in the lower, and 78 in the preparatory classes. The eighth class was done away with last year and the seventh class will disappear this year, an additional section being provided for the fourth, fifth and first classes. The other schools, said he, will in future prepare scholars for the Oxford Local Examination and this will be from the Government District Schools, Wanchai and Yau-mai Schools having already recognised their responsibility in this matter. Last year it was not a very successful year for Queen's College, H.E. observed, as only twelve certificates for the Oxford Local Examination were obtained as against twenty-two in the previous year, while in a school he visited two days ago (presumably the Diocesan School and Orphanage) the same number of certificates were obtained although the teachers were pupils of that school. In hygiene Queen's College did not do so well this year, having failed to secure the prize, which they won the previous year. On the other hand, he was pleased to hear from the examiners that the instructions in the college were greatly improving. Referring to the number of boys who have left school during the past year to take up appointments, H.E. hoped that they did not leave the college before going through the whole course. Concerning his Excellency hoped that next year will have a more successful year in that they will secure twenty-four certificates at the Oxford Examination, that they will win the Hygiene Shield, that they will do better in the Hygiene Advance Course, and that when next year arrives the headmaster will present a report such as never has been presented to a Governor in Hongkong before. (Applause.)

Dr. Wright thanked the Governor for his kind remarks and hoped that his prophecies would be fulfilled. Regarding the hygiene subject he would be sorry if H.E. went away thinking that the subject was not taught well. The work of the inferior masters, he said, would be attended to.

His Excellency announced that the vacation started to-day and he hoped the boys will have a good holiday.

The proceedings were brought to a termination by cheers for "The Governor," "The Headmaster" and "The Visitors."

THE PRIZE LIST.—Oxford Local Examinations.—Seniors:—1. Ng Cheung-hau, 2. Chung Ping-shang, A.A. Juniors:—1. Wong Pui-long, 2. R. J. Mooney, 3. Chung Shing-yau, Preliminary:—1. Chung Qui-shing, 2. Lo Chiu-hoi, 3. D. D. O'Brien, Ng Kung-pu, 4. Lo Qu-nin, 5. Yau-chiu, 6. Pun Kwok-ching. Scholarships:—1. Senior Morrison: Cheung Ting-shang, 2. Stewart: Cheung Lung-shang, 3. Senior Bellios: A. Arculli, Blake: Ng Cheung-hau, Wright: Ko Pak-ming, 11A Ho Tung: Tso Chak-min, Ho Kom-tong: Wong Ping-chiu, Junior Bellios: Tsiu Chim-fong, Ho Fook: Shin Chung-shang, Junior Morrison: Tai Tung-pui, Alfred May: Hung Kwok-chi, Macell Prize: A. G. Safford, Pupil Teachers: Leung Wing-wai, Translation: (E—C C—E); Ng Cheung-hau, History: IIA: Wong Tai-kui, B; Lo Chiu-chi, IIA: Ng Kap-ki, Composition: I—A: S. Mooney, B: R. J. Mooney, IIA: R. J. Judah, B: Ho Yau Chiu; IIA: Mok Pui-piu; B: Lo Chiu-hoi; C: Mok Tung, Drawing:—Kwan Iu-ki, Hygiene:—Class Prizes: I, Cheung Ting-shang, Ng Cheung-hau, B, Yeung Pak-ung, Mok Kai-fuk, IIA: Chung Kam-tong, Lau King-ching, B: Ko Sik-yung, Chung Tik-shing, IIA, Fung Tsz-ling; Mok Siu-fan; Mak Kam-kwai, B, Chung tai chi: Chiu Kwong, C, Kwok Ping-chi; Wong Lai-kwong, B, Tai Tung-pui; Chan Kwai, Pun Kwok-ching, Lo Siu-choi, Lai-ut-chun, C, Chan Kai-kin; Yuen-pui-fung, I, D. U. Yik Kwal, Tsang Ching-han, B—Chak Chin-hang, S. Moosden, B—Ho Man-chung, Wong Kai-sip, C—Ma Cheuk-fai, I Ming-tai, D—Wong Hing-fung, Fung Wai-hung, E—Wong Shing-kwong, Leung Yat-tai, VI: A—Li Kai-chung, Ip Yuk-fan, B—Sik Ping-kwan, Tso Lai-chun, C—Lung Kai-wing, Pun Hok-tsau, D—Cheng Fuk, Tang Wai-on, E—Yeung Sik-ho, Ho Yau, VII:—Chau Ping-kwong, Tse Yik-fong, B—Tomino, Wong Yim-shing, C—Tse Tai-loi.

VERNACULAR SCHOOL.  
51: Cheung Chuk-pang, 5b: 1 Tang Po-cho, 5c: 1 Ng Shuk-1, 5d: 1 Wong Yung-yuk, 4a: 1 Leung Shau-kong, 4b: 1 Yeung, 4c: 1 Lau-ming, 3a: 1 Ng Shiu-cho, 3b: 1 To Tai-shang, 3c: 1 Hung Kai-wing, 3d: 1 Fung Shing, 3e: 1 Chiu Shing-shing, 2a: 1 Chan Cheuk-hoi, 2b: 1 P. Yeung-tak, 1a: 1 Au Kun-tin.

## THE ULLMANN WATCH CASE.

## LEAVE TO APPEAL.

At the Supreme Court this morning before the Full Bench, consisting of their Honours the Chief Justice and Mr. A. G. Wise, Puisne Judge, presiding in Appellate Jurisdiction, Sir Henry Berkeley, K.C., instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, moved for leave to appeal. Full Bench in the case of Leuba v. Ullmann, in which an injunction was passed against the latter firm from selling watches bearing certain marks the alleged property of Leuba, to wit "Po Wai" and "Iha." Mr. M. W. Slade, instructed by Mr. John Hastings, opposed the motion, after hearing both sides, their Honours concurring, leave was given to appeal, on the deposit of the security of £300 (the costs as taxed to be paid subject to a undertaking that they would be refunded if the appeal was successful, plaintiff agreeing not to examine the accounts of the defendants in the meantime.

Shortly before ten o'clock on Sunday morning fire broke out in No. 2 hold of the steamer *Monmouthshire*, which was anchored in the dangerous goods anchorage, West Point. The fire broke out among a cargo of fat tins and ground nut, spontaneous combustion being believed to have been the cause of the outbreak. In answer to the alarm the Water Police, the Naval Yard fire boat, and from the Fire Brigade Station made for the scene and after working hard succeeded in quenching the flames. The damage done is not yet known.

## AMOI MUNICIPAL COUNCIL.

## ANNUAL MEETING.

Minutes of the annual meeting of the ratepayers of Kulanag (Amoy), held at the Board room, on the 28th January, 1907.

Dr. C. Metz, consul for Germany and senior consul, was in the chair.

The secretary read the notice convening the meeting.

Mr. F. B. Marshall, chairman of the Municipal Council, in presenting the annual report, accounts and balance sheet for 1906, together with the Estimates for 1907, remarked:—Gentlemen,—The printed report that has been circulated amongst you for some days, give you a fair outline of the work done during the past twelve months, but I venture to think a few supplementary remarks may not be taken amiss. First of all, gentlemen, I will refer to your last annual meeting, when you carried by a small majority "That the incoming Council gradually reduce the number of Sikhs, and approach the Chinese authorities through the proper channel, to provide an efficient detective force to be paid for by the Council." Well, your Council carefully considered this suggestion. You will not mention suggestion, as we did not think you had proposed and paid it with any other idea than that we should take it as a suggestion, and not binding on us to comply with forthwith. After consultation with the Superintendent of Police we came to the conclusion that it was not advisable to do away with the Sikh Police Force. It may be, gentlemen, that some of you hear reports about their misbehaviour, but I am inclined to think that, if our force consisted of natives, you might not hear so many complaints, though there would be much more to fear from them. The Chinese do not like the Sikhs and, for this reason, they may be more valuable to us. The force we now have totals eighteen in all, and some of them have been with us for years which speaks well for them, and this in itself is a justification for our continuing them on in the Police Force of the Island. On the resignation of Lieut. Col. Mackenzie we were fortunate enough to secure the services of Mr. Mitchell as Secretary and Superintendent of Police, whose long and honorable service in the British Army so strongly appealed to us when making our selection from applicants for the post, and your retiring Council have nothing but the very best to report about his services during the six months he has been with us. Turning to finance, I may point out to you a slight discrepancy in accounts which some of you may have noticed. The amount carried forward should have been \$1,243.03 and not \$743.03, the \$500 is an amount we handed back in connection with lottery fees previously collected. You will remember, gentlemen, that your expenditure was practically on a par with our income, and considerably in excess of estimate given in our last report. In a measure, was due to \$983.10 deferred pay for Police Force, which had been overlooked in estimate, \$700 more spent on uniforms than was estimated for, and an extra \$300 on prison charges more than allowance was made for. For the current year, after allowing for interest on debentures and sums that we consider will cover road upkeep and other outgoings, we anticipate a balance of \$3,000, and a surplus of expenditure, which, if correct, I think must be considered satisfactory. In conformity with permission granted at the special meeting of ratepayers held on the 25th April last, authorizing the Council to issue debentures up to \$10,000 bearing interest at the rate of 7% per annum, we offered same and up to date \$17,200 have been applied for and allotted, and we have a guarantee that the balance will be taken up when the Council require the money. We have bought a very suitable plot of land costing \$3,000 and buildings for Municipal Gaol, the two and quarters &c. will be proceeded with after plans have met with the approval of the ratepayers you to-day elect to form your Council for the current year. I think it will be gratifying, gentlemen, to you all to learn from the Health Officer's report, that the general health of the Island during the past twelve months has been satisfactory. This is due chiefly to the sanitary regulations now in force and which our Inspector is watched to see carried out as thoroughly as possible and we especially call your attention to the Health Officer's remarks re disposal of kitchen refuse, &c. and ask your assistance by seeing same done in your own houses, as well as others you control, such as school, &c., and so make the inspection duties of our officers less arduous. Also I may mention owners of property in the village would considerably help if they would see the alley-ways, &c. kept in a sanitary condition, and comply with the recommendations of our Inspectors for minor alterations, &c. There are certain suggestions our inspectors would like to make but they do not feel justified in insisting on their being enforced, and so look to property owners to assist and further improve the general health of the Island. In conclusion, I would like to remark that it gives me great satisfaction to see that more ratepayers have come forward this year and offered their services as Councillors than the number required which ensures a ballot. In my opinion, a ballot is always desirable: "In small communities" such as ours, we must be able to take our share of public work when called on, and though the duties of a Councillor are not very arduous, they take up a certain part of one's time. Still we want good representative men at the head of our affairs, and I trust, gentlemen, you will give your votes to those most interested in the well being of our small Island, whether they be large property holders or otherwise.

The Chairman moved, and Mr. Hanisch seconded, that the accounts for 1906 be passed. Carried unanimously.

The Chairman proposed, and Mr. Hanisch seconded, that the balance sheet be passed. Carried unanimously.

The Chairman proposed and Mr. Wilson seconded that the Estimates for 1907 be passed. Carried by a large majority.

The following gentlemen offered themselves as Councillors for 1907:—Messrs. G. W. Barton, C. A. V. Bowra, A. F. Gardner, W. H. Howard, C. Kruse, D. Macaffie, F. B. Marshall, S. Okamoto, Dr. Metz, L. T. Thorne, W. H. Wallace, and on a ballot the following were elected:—Messrs. C. A. V. Bowra, A. F. Gardner, W. Kruse, F. B. Marshall, S. Okuyama, and W. H. Wallace.

With a vote of thanks to the Chairman, the meeting closed.

Eight men—five of whom were found roaming about the Central district during the small hours on Tuesday, 20 at Hinghom, and one at Wanchai—were gathered in by the police

charges of being rogues and vagabonds. They could not furnish a satisfactory explanation about themselves, they had no fixed place of abode, and as for cash—five cents could be raised among them. They had just come from Canton to look for work, they said. They were arraigned before the magistrates at the Police Court, this morning, and each man was sent to goal for fifteen days, with a taste of stocks thrown into the bargain.

## THE "SHELL" TRANSPORT AND TRADING CO., LD.

## SCHEME OF AMALGAMATION.

An extraordinary general meeting of The "Shell" Transport and Trading Company, Limited, was held at Winchester House, Old Broad Street, E.C. 4, on 31st Dec., to consider the following resolution:—"The company do hereby authorise the directors to enter into such agreements as may be desirable to carry into effect the scheme for amalgamation between the company and the Royal Dutch Petroleum Company, Limited, which has been signed by Sir Marcus Samuel and Mr. Deterding, dated September 12, 1906, with such modifications, alterations, and additions as the Board may determine, and to concur in the formation of the two companies necessary to carry out such scheme and to do all other things which may be desirable for that purpose." Sir Marcus Samuel presided. Mr. E. A. Smith Rayne having read the notice convening the meeting.

The Chairman said: When we last had the pleasure of meeting the shareholders I fore-shadowed the conclusion of an agreement for the amalgamation of the interests of this company and of the Royal Dutch Petroleum Co., Limited, the principles having been agreed at a meeting at The Hague in July between a committee of our Board and of the Royal Dutch. A provisional agreement has been actually signed by Mr. Deterding, managing director of the Royal Dutch Petroleum Company, and by myself. A vital preliminary was the investigation of the properties and of the liabilities of the respective companies, and I am happy to say that these, as was to be expected, are proving satisfactory to both parties and the agreement has been accepted in principle by both Boards, so that the amalgamation is a thoroughly well-founded and to the formal conclusion of the holders of both companies, we may hope to see the scheme carried to completion on or before March 31. In order not to lose the great advantages accruing from the very moment of joint working, steps are already devised which will make this come into operation for practical purposes from Jan. 1, 1907, although the accounts must be kept in such a fashion that should, by any chance, the amalgamation not be carried out, an adjustment between the companies will be feasible. Briefly, the actual details of the agreement which has been open for inspection by shareholders at the offices of the company for the last two days, I will point out to you the principal reasons why an amalgamation between the two companies is a matter of urgent necessity to both. The Nederlandsche Indische Industrie en Handel Maatschappij, owned by the Shell Company, have erected at enormous cost a refinery capable of treating at least 12,000 tons of crude oil per week together with necessary storage. They, in common with other contracting producers, market their oil through the Asiatic Petroleum Co., Ltd., in which the Shell Company hold one-third of the shares, the Royal Dutch Company one-third, and Messrs. Rothschild and their friends the Asiatic Company by each party is limited by agreement, and the minimum quantity which the Nederlandsche Indische is entitled to supply would not suffice to keep the refinery at work. The Royal Dutch Company have developed a production of oil of their own in Kotei, adjoining our territories, which, if they wanted to refine upon the spot, would necessitate the erection by them of a refinery, and tankage at great cost, and which would be a useless duplication of the already existing facilities. Although selling through the same medium, the two companies are still practically competing with one another, since their interests constantly conflict. The Royal Dutch have erected a plant which is turning out about 500 tons of paraffin wax per month, and the product is finding a ready sale. This plant is, however, erected in Sumatra, whereas the oil containing the most valuable paraffin is produced in Borneo. Whether this amalgamation goes through or not, the Shell Company intend to forthwith erect a plant capable of turning out 1,000 tons of paraffin wax per month, experience having shown beyond any possible doubt that the crude oil available for this purpose is forthcoming. Failing an amalgamation, the Royal Dutch would also erect a plant in Kotei, and there would be constant competition and friction between the two companies, nor would such competition end with this one product, since, owing to scientific investigation, most valuable properties have been discovered in our Borneo benzine, and certain plant has to be erected to treat it, and here again we should find ourselves in competition with our associates. The great experience acquired by the Royal Dutch in their experimental work leads us to frankly recognise the value of their cooperation. The union between us as it exists at present is a temporary one. It was made originally only for 20 years, and a sufficient period has already expired to cause the directors of both companies to consider what is to happen at the end of the time, and it is very obvious that the interests of the business as a whole suffer to an extent which can only be realised by those practically conducting it. This has weighed with overwhelming force in inviting the shareholders of both companies to the amalgamation upon the terms now proposed. There are public bodies, new companies will be formed for the purpose of acquiring (with certain exceptions) the entire assets and undertaking of the Royal Dutch Company and the Shell Company as on Jan. 1, 1907.

The Royal Dutch is to have an interest of 60 per cent. in the new company or companies, and the Shell Company an interest of 40 per cent., and those companies are to have the right of nominating directors of the new company in proportion to their interests. The new company is to have a working cash capital of £500,000, which is to be provided by the Royal Dutch Company and the Shell Company in the proportion of 60 per cent. and 40 per cent.

The new companies are to issue to the two vendor companies as part consideration for the sale, fully paid ordinary shares to the nominal value of ten millions sterling, 60 per cent. of these shares being issued to the Royal Dutch, and 40 per cent. to the Shell Company. The assets of the Royal Dutch and the Shell Company are to be transferred to the new company free from all encumbrances. All cash and cash investments outside the business belonging to the Royal Dutch Company and the Shell Company, and all book debts and other amounts due, or to become due to those companies, in respect of any period prior to January 1, 1907, are exempted from the sale.

Notwithstanding that each of the vendor companies is to discharge all its own liabilities as on December 31, 1906, special exception is made in respect of certain liabilities of the Shell Company, and of the Nederlandsche Indische Industrie en Handel Maatschappij which are agreed as amounting on December 31, 1906, to £285,000, and this is to be liquidated in the following manner:—The new company is to pay to the Shell Company interest at the rate of 5 per cent. per annum on this amount, but the Shell Company is to itself discharge out of its share of the profits the sum of £185,000 by applying one-half of all dividends received by it from the new company in excess of £150,000 per annum in respect to the

first ten years' working, until the amount of £285,000 is wiped out, but should the dividends received from the new company in this form not suffice to extinguish that sum during the first 10 years, the new company is to itself discharge any balance remaining at the expiration of that period. The new company takes over at agreed prices the whole of the stocks and material belonging to both companies, as any outstanding policies of insurance or assurance. The new company will indemnify both the Shell Company, Messrs. M. Samuel and Co., and the Royal Dutch Company in respect of any consequences arising through any breach of the agreement under which the properties are held. Notwithstanding that the power of the management of the business will be in the hands of the Royal Dutch, it is expressly provided that no further capital is to be created or issued, and no fresh parties shall be admitted as shareholders except with the consent of four-fifths of the directors. It is also provided that in the event of the liquidation of the new company, or its sale as a going concern at any time before Jan. 31, 1927, notwithstanding that the shares are held in different proportions, the net proceeds up to an amount of nine millions sterling shall be divided equally between the Royal Dutch and the Shell Company, the balance only to be divided in the proportion of the shares held by each company. As a consideration for giving the Royal Dutch the practical control of the business, it is expressly provided that for a period of ten years from Jan. 1, 1907, the first £375,000 of profits available for dividend in each year shall be dealt with as follows:—(1) The first £50,000 to go to the Shell Company; (2) then £120,000 to the Royal Dutch Company; (3) then £100,000 to the Shell Company; (4) then £245,000 to the Royal Dutch, making a total of 60 per cent. of £375,000 to the Royal Dutch, and 40 per cent. to the Shell Company. Any deficit in the payment of this 60 per cent. to the Royal Dutch or 40 per cent. to the Shell Company, in any year or years is to be made up out of the surplus profits of subsequent years before any further dividend beyond the £375,000 is payable. The Royal Dutch is to purchase and pay for as on Jan. 1, 1907, 500,000 ordinary shares of £1 each in the Shell Company at 30s. per share ex 5 per cent. dividend for 1906. The Royal Dutch is to purchase the same amount of shares without the consent of the Board of the Shell Company. I believe the concise details which I have thus given will enable every shareholder to grasp the bearing of the combine, and I wish distinctly to declare that it is a defensive and not an offensive alliance, but it must be quite obvious that we are in a better position to make treaties or to conduct our own defence, when acting in perfect union, than when we are obliged to consider conflicting interests. There are two points which require explanation. The first is the item of £285,000, the remaining liabilities of the Shell Company, which arise, of course, principally from the fact that we have undertaken to find £200,000 of new working capital for the combine, but I think it will be a source of great gratification to the shareholders to find that the financial position of the company is so sound as to have enabled them to discharge the whole of their outstanding liabilities out of their own resources with the exception of about £150,000. It is a very important item for us to consider definitely the amount of the Shell Company's requirements until the books for 1906 are made up. They will probably amount to £350,000, but upon this, as to £380,000, they receive 5 per cent. interest from the new company, and I do not think I am at all sanguine in predicting that, without unduly trenching upon our dividends, we shall be able to discharge this debt in a very short time. The directors have made arrangements to borrow the sum required as an ordinary debt at 5 per cent. per annum to be repaid at the convenience of the company. The next point is that the preference shareholders obtain for a period of ten years a priority to their dividend on the earnings of the whole combine, whilst they have, of course, in perpetuity the first claim upon the shares of the Shell Company. The ordinary shareholders of the Shell Company also receive a dividend of 5 per cent. per annum in priority to the shareholders of the Royal Dutch—this being a necessary guarantee that the business will be properly conducted by the persons concerned. Royal Dutch in the interests of the combine. Your directors have given the most careful consideration to the scheme as a whole, and whilst they have been naturally reluctant to sink the independence of the Shell Company, yet there is no alternative before them in the interests of their shareholders but to recognise that as their supplies of oil are obtained from territory under Dutch jurisdiction, it is sounder policy to amalgamate those interests with those of other Dutch producers enjoying the confidence and aid of the Government, and I therefore ask you to pass the resolution which we have invited you to, authorising your directors to take all the necessary steps to complete the amalgamation with the Royal Dutch Company.

Mr. Jardine seconded the resolution.

A Shareholder: May I ask what will be the position of the preference shareholders as to capital? Do they retain the same preference as to capital they have now?

The Chairman: Exactly the same. The Shell Company remains, you know, as a standing concern; only they become a holding company, and they retain the same preference. I think the position of the preference shareholders is a magnificent one under this scheme, although I am a very large holder of the ordinary shares. We have paid special attention to the preference shareholders.

A Shareholder: Would they hold simply on the shares of the new company? They would not have a direct hold on the assets?

The Chairman: They will have as much as they have now. The preference shares are a perpetual charge. They are not liable for repayment. But in case of liquidation, yes.

A Shareholder: May I ask if the preference shares have a first charge on the assets of the two combined undertakings in perpetuity?

The Chairman: No, they have not only on the Shell Company's shares.

The resolution was carried unanimously with cheers.

A hearty vote of thanks to the chairman and directors was passed.

The Chairman: We have to thank you for the resolution which you have just passed. I may say that I am rather surprised that it has not occurred to anybody to ask what the financial result this operation will be. We have circulated, as we promised we would, the balance-sheet of the Royal Dutch Company, and I think any business man will agree with me that it is a very remarkable one. You will see that they have written down the bulk of their assets to an absolutely nominal amount, and they show, after doing that, and writing down the bulk of their assets to an absolutely nominal amount, a very small amount of profit. I do not think any British company would ever dream of doing a divisible share of £6,000,000, or £500,000. The Shell Company, as you are aware, distributed last year, among their preference and ordinary shareholders £150,



with the results of the Shell Company will not be able to pay permanently much higher dividends than they have paid up to now. (Applause.)

The proceedings then terminated.—L. & C. Express.

### THE KOWLOON LAND AND BUILDING CO., LTD.

The eighteenth ordinary meeting of shareholders in the above Company, was held at the Company's offices, Victoria Buildings, at noon today. Mr. T. F. Hough (chairman) presided. There were present Messrs. W. H. Gaskell, A. Rodger, (directors), A. Shelton Hooper (secretary), R. A. Duxter, E. B. Shepherd, and M. S. Northcote.

The secretary read the notice convening the meeting.

The chairman said:—Gentlemen,—With your permission we will take the report and accounts as read. The balance of profit and loss account for the year under review is slightly higher than that for 1905, which is accounted for by the smaller amount we have had to expend on repairs. The gross receipts show a decrease which has been brought about by the larger number of vacancies than formerly; this was naturally to be expected in view of the number of new houses erected at Kowloon, but your directors believe that the population of Kowloon will so increase as to make the demand for this class of house quite up to that of the last few years. The property is in good condition and has been recently done up. If any further information is desired, I shall be pleased to give it to the best of my ability.

There being no questions, I beg to move the report and accounts as presented be passed. Mr. Duxter seconded. Carried.

On the motion of Mr. Northcote, seconded by Mr. Shepherd, Messrs. A. Rodger and W. H. Gaskell, were re-elected directors. Mr. Duxter moved, and Mr. Northcote seconded, and it was carried, that Mr. C. W. May be elected auditor in place of the late Mr. Thorpe Arnold.

The Chairman said:—Dividend warrants will be ready to-morrow morning, gentlemen. Thank you for your attendance.

This was all the business.

### DANGEROUS GOODS CASE.

#### WORDING ON LABELS.

A case which will interest all those persons dealing in dangerous goods was heard at the Police Court, this morning, when Police Sergeant Aris, of Kennedy Town Police Station, charged a coolie, who is employed in a shop at No. 68, Stanley Street, with conveying six cases of benzine along the Kennedy Town way, yesterday, without the same being labelled "Dangerous," both in the English and Chinese languages.

Mr. R. A. Harding appeared for the defence and denied the charge.

Witnesses for the prosecution were placed in the box to support the charge. Mr. Harding produced a case of benzine, which was only labelled in Chinese, on two sides of the case. His Worship:—On the labels did the words "Not to be placed near the fire" appear?

Sergeant Aris:—Yes.

Mr. Harding:—The Chinese characters on the case in Court are on two sides of the box. Inspector Collett said that the case in Court was not the case of benzine, and he produced another case, which bore only one label. Mr. Harding:—There are the words "Highly inflammable" stamped on the box. (To the Sergeant)—Do you know that these labels are put on cases to signify dangerous goods?

Sergeant Aris:—It is the first time I have seen them.

A lukong was called and he translated the Chinese label to read, "Not to be placed near a fire."

His Worship:—Don't they usually have the word "Dangerous" printed on the labels?

Witness for the defence said: "Dangerous" as a rule is used where road is being repaired.

Mr. Harding:—Would not any person reading this label know that the contents of the box were dangerous?

Inspector Collett:—The same label applies to butter.

Mr. Harding said that the question was whether the Ordinance had been complied with. He submitted that the labels in question had been used among the Chinese for the last fifty years and they thought that that was all that was wanted. The *lukong*, he said, could not speak as to the use of any other label, and he would call witnesses to prove that only one kind of label was in use.

His Worship:—I don't propose to impose a fine.

Inspector Collett:—The police do not ask for a penalty, your Worship. All they want is that the labels should be altered as required by the law.

His Worship said he thought the statute ought to be complied with, otherwise an offence was committed.

Mr. Harding:—There doesn't appear to be a Chinese word for dangerous. "Ngai" him was the native word for dangerous. He discharged the accused with a caution and ordered that the labels should be altered accordingly.

### ANOTHER CASE.

Three coolies employed in a shop at No. 287, Des Voeux Road West, were charged with conveying six cases of kerosene oil along Des Voeux Road West yesterday without labels, showing that the goods were dangerous, attached to the cases. They pleaded guilty and were fined \$5 each. An order to confiscate the oil was made by Mr. Hazeland.

### FIRE NEAR THE MARKET.

#### ONE FLOOR GUTTED.

Shortly after eight o'clock this morning a fire broke out on the first floor of No. 21, Hing Loong Street, a two-storied building, west of the Central Market. The ground floor of the premises is used as a tinmith's shop, the upper floor being occupied by a family, who were away at the time. The only person left to look after the house was the cook and he at eight o'clock this morning lit the stove before locking up the house to go to the market to purchase the day's provisions. It was during his absence, as we are informed, that the stove became overheated and the floor took fire. The alarm was given by the occupants of the ground floor and the fire brigade station being close at hand the engines were on the scene very promptly. The main door of the flat had to be destroyed before the firefighters could gain admittance. The flames then had a good hold on the premises. After a hard tussle the firemen were successful in confining the flames to the first floor, which was gutted, the ground being damaged only by water. The premises are reported to be unharmed and the amount of damage done is not known.

### HYGIENE EXAMINATION.

#### PRESENTATION OF PRIZES.

H. E. the Governor having again kindly offered prizes for the encouragement of the study of hygiene, examinations were held on the 3rd December, last, at which all the principal Government and aided schools in the Colony competed.

His Excellency presented the prizes to the successful candidates at Government House today at noon. They were as follows:—

#### ADVANCED COURSE.

Lau Ching-chung ..... Ellis Kadoorie School 360  
Carlos Sequeira ..... St. Joseph's College 60  
Wan Shuk-ching ..... Belilios School 20  
Chan Chiu-yun ..... Diocesan Boys' School 20

#### ELEMENTARY COURSE.

The successful team of ten competitors came from the Diocesan Boys' School, which thus becomes the holder of the shield for one year. Prizes were also given for the best papers in the winning and the two next teams, and were awarded to the following:—  
Manuel Leitao ..... Diocesan Boys' School 20  
Alice Brandt ..... Italian Convent 20  
Flora Rosario ..... Belilios Public School 20

### DIED FROM FRIGHT!

#### COOLIES' WONDERFUL DEFENCE IN COURT.

Two coolies and an aged farmer, the trio residing at Aberdeen, were ordered by Mr. F. A. Hazeland, at the Police Court, this morning, to be held in police custody until Friday next, when it will be up to them to show cause why they should not be punished—the coolies for removing a dead body for burial without the sanction of the Sanitary Board, and the farmer for procuring the removal of the body without a permit. The evidence adduced by the police was very conclusive and to the point, but the defence put up by the two coolies—that the deceased was alive when they took him out for a walk and that he died as soon as he saw the police—was tame in the extreme. The deceased was twenty-one years of age and was the eldest son of the third defendant—the farmer, Inspector Dymond, of Aberdeen Police Station, in whose district the offence was committed, said that while one of his men was on duty, shortly after midnight yesterday, he noticed two men coming from the direction of a hut, carrying the lifeless body of an adult. As soon as they saw the officer they dropped their burden and took to their heels. They were pursued, the inspector said, and the second defendant was arrested. The dead body was taken to the morgue and the prisoner to the station. Then a search was made for the other man which resulted in the arrest and subsequent discharge of an innocent individual who was in the vicinity at the time. He cleared himself by giving the whereabouts of the first defendant, which led to his arrest, and through the latter the farmer was arrested. Inspector Dymond did not think that the deceased died from any contagious disease, the man had been ill for some months and in his opinion death was due to an abscess in the neck.

The defendants all told the same story. The coolies lived in the hut adjoining that of the farmer. Shortly after midnight the farmer called them and asked that they should take his sick son out for a walk! They consented and about twenty paces away from the hut on seeing the policeman the man died!

His Worship said that he would have to consult with the doctor with reference to the case and fixed the further hearing for Friday.

### SANITARY BOARD.

The bi-monthly meeting of the Sanitary Board was held in the Board-room this afternoon, when the following business was transacted:

#### QUESTION OF CUBICLES.

An application was submitted to the Board by the tenant of No. 55, Connaught Road Central, to be allowed to retain three cubicles on the first floor of that house.

Mr. E. A. Hewitt minutes: If the house has been built after the passing of the new ordinance no hardship is entailed by the absence of cubicles, as the man was, presumably, well aware of the law at the time the plans were drawn up.

The Hon. the Registrar General minutes: The cubicle question will never be settled so long as houses are allowed to be built which are uninhabitable by more than one family without partitions of some kind.

#### QUESTIONS BY MR. HUMPHREYS.

Pursuant to notice Mr. Humphreys asked:—

1. Has the Medical Officer of Health ever recommended any Chinese houses for total exemption from the provisions contained in sub-section 175 of the Public Health and Buildings Ordinance of 1902? If so, why did he make such recommendation when (as he now states) he does not regard any domestic building as perfectly sanitary which is not provided with an open space exclusively belonging to such building?

To which the Medical Officer of Health replied:—Dr. Clark has recommended one house for total exemption from the provisions contained in sub-section 175 of the Ordinance of 1902. This house is a small triangular building of two stories, at the corner of Yee Wo Street, numbered 66, and can only legally accommodate more than two persons on each story. The reason given was that the house was so small, and Dr. Clark pointed out to the Board at the time that the best way to deal with the property would be for the owner to let No. 61 (which has a backyard) and No. 63 jointly, as one dwelling, but that the Board had no power to enforce this suggestion.

Mr. Humphreys then asked:—

2. Has the Board (with the consent of the Governor in Council) ever granted Chinese houses total exemption under section 175 of the Public Health and Buildings Ordinance of 1902, upon the recommendation of the Medical Officer of Health?

The Medical Officer of Health replied:—The Board has granted total exemption, under section 175, to 17 Chinese houses on the recommendation of Dr. Barnett, to 17 Chinese houses on the recommendation of Dr. Pearce, and to 79 Chinese houses on the recommendation of Dr. Macfarlane.

#### DAIRY FARMS.

A letter from the Secretary of the Dairy Farm Co., Ltd., was submitted to the Board, recommending that in future no licences be granted for the establishment of dairies which would be so establishing, and requested the Board to hear this recommendation in mind in view of possible future applications for such licences.

THE schedule of the forthcoming show which will be held under the auspices of the Hongkong Horticultural Society has now been issued. The show will be opened on the 26th inst. and will continue over the following day.

### BIRD'S NESTS IN COURT.

#### JUDGMENT FOR DEFENDANTS.

At the Supreme Court this morning his Honour the Chief Justice delivered judgment in the case in which the Man Shen Wo sued the British India Steam Navigation Co., for the recovery of \$1,863, being the amount of cost, freight and insurance on six cases of bird's nests which were not delivered.

Mr. M. W. Slade, and Mr. Calthrop, instructed by Mr. G. K. Hall Brutton, of Messrs. Brutton and Hett, appeared for the plaintiffs, the defendant company being represented by Mr. M. H. E. Pollock, K.C., instructed by Mr. G. Hastings.

#### THE JUDGMENT.

His Honour said the plaintiff or his agent shipped on board the defendant's vessel some cases of white bird's nests; he received some cases of peacocks' nests, and he alleges that the defendant has not fulfilled his contract by carrying, as it is expressed in the Bill of Lading, and seeks to recover the value of his bird's nests. The case is manifestly of great public importance. On the bare statement of it, it much resembles the too common occurrence, to which all of us have been subject, of a case of wine shipped and on arrival being found to contain a certain number of bottles of water: the case being in fact delivered as shipped in good order and condition, and showing no external marks of damage. This case however presents this peculiar feature, that their cases when landed did show external signs of not being in good order and condition: the claim is however not for damaged goods, but for non-delivery of goods as shipped, and the question is how far this affects the onus of proof, as it results from the two conditions contained in the Bill of Lading, "shipped in good order and condition," and "weight, contents and value unknown." The point thus raised did not seem to have been expressly decided.

The shipowners relied in the first place on another condition of the Bill of Lading. "This Company is not to be responsible for damage, evaporation, etc., leakage, or breakage, or other consequence arising from errors, omissions, or absence of marks, or from the insufficiency of the address, or packing, internal or external, or for the condition or contents of re-shipped or re-exported goods."

The plaintiffs had ordered six cases of bird's nests from a firm in Batavia. They were shipped by the s.s. *Van Rebeck*, not a through Bill of Lading to the plaintiffs in Hongkong, but on a Bill of Lading to the Ban Aun Hoh, a firm in Singapore who forwarded them to the plaintiffs—by another steamer on a separate Bill of Lading.

It was necessary to see what this exception in the Bill of Lading really meant. In the first place its grammatical construction does not warrant the linking of the word "damage" with the last sentence which refers to re-shipped or re-exported goods; therefore he was unable to adopt the suggested construction that the exception protects the shipping company only from damage resulting from the fact of re-shipment or re-exportation. If damage results from this it seems probable, though his Honour expressed no opinion on the point, that the liability would have to be determined by other principles. He was of opinion that under this clause of the Bill of Lading the shipowner claims a complete exemption from the case of re-shipment or re-exportation, and that it must be read thus:—"The Company is not to be responsible for the condition or contents of re-shipped or re-exported goods." If the words of this exception are properly understood, the reason for its introduction is apparent: whether the onus of proof be on the ship or the shipper, the practical difficulties in the way of proving where damage was actually caused, whatever that damage may be, when the goods have been in different ships, necessarily belonging to the same company, are obviously so great that the shipowner receiving re-shipped or re-exported goods declines to accept any responsibility whatever. These words must be used either in their ordinary sense, or in a sense restricted by the conditions of the business with regard to which they are used.

The terms were consistent with the custom of shipping, which is reasonable, which meets entirely the special risks which the shipowners desire to avoid, and which therefore supposes the parties to be dealing on the contract for carriage as entered into. Re-exporting, a bill of lading has a definite meaning; it refers to goods which have been entered at, but have not passed the customs: have not paid duty, but remain on the customs premises, either wharf or warehouse, till they are re-exported.

A through bill of lading is of course the common case in which there is re-export or re-shipment in this limited sense. But such a bill of lading is not essential to bring the case within the exception; nor even that there need be a continuous voyage. Where there are import duties it is obvious that such a bill will not be passed through the customs except by special arrangement, and such circumstances the term "re-export" has a very definite meaning; and so also, the customs being non-existent, has "re-shipment." The shipowner may, if the circumstances seem to him to justify it, insist on making the re-shipment exception part of the contract, and shipper may accept or reject it as he pleases. Much stress was laid on the fact that although the voyage *qua* shipboard was not continuous, yet that *qua* consignment it was: for the goods were ordered to be sent from Batavia to Hongkong, and were in fact so sent; the voyage was broken, and of intermediate delivery taken at Singapore. So far as the facts are concerned it is clear that the goods were taken from the *Van Rebeck* to the godowns of Ban Aun Hoh; beyond this it is not necessary to go. It might possibly be that the right of stoppage in transit was not destroyed by this taking delivery. But the two things rest on an entirely different basis; and his Honour was of opinion that this is not a case in which the shipowners can rely on the exception. The clause runs thus:—"In all cases and under all circumstances, the liability of the Company shall absolutely cease when the goods are free of the ship's tackle, and thereupon the goods shall be at the risk for all purposes and in every respect of the shipper or consignee." This must refer to the case where delivery is taken by the consignee. It could hardly exempt the shipowner in cases where, although the cargo has been landed, his character of carrier has not been changed to that of warehouseman.

After quoting authorities at some length, and after further remarks on the meaning of the terms of the exceptions in the Bill of Lading, his Honour passed judgment for defendants, with costs.

THE 20th Cavalry will leave the United States on the transport *Dix* to relieve the 8th Cavalry now in the Philippines. Information to the effect that the *Dix* would bring the first of the coloured regiment of Cavalry was received at Division Headquarters, Manila, on the 1st inst. The message stated that the regiment would bring with it 500 head of horses for the Cavalry in the Philippines and would come on the *Dix* on her next voyage.

### THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

The report of the board of directors to the ordinary half-yearly meeting of shareholders to be held at the Office of the Company, on Tuesday, the 12th inst., at noon, states:—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 31st December last.

After paying running expenses, salaries, premium of insurance, repairs, balance of \$15,000 special repair account brought forward from last half-year and all other outgoings, there remains, including \$5,464.67 carried forward from last account the sum of \$100,170.08 in credit of profit and loss account. From this amount the directors recommend that a dividend of one dollar per share or \$80,000 be paid to shareholders, leaving a balance of \$20,170.08 to be carried forward to new account.

The disastrous typhoons of September caused the stranding of five steamers of the Company's fleet, with paralyzing effects to the service, which were further accentuated by the bursting of the China Navigation Co., Ltd., steamer *Hankow* on the 13th October.

The financial loss to the Company has been very heavy although 70% of the book values of the vessels were covered by insurance. The cost of all repairs by typhoon damage and otherwise, including cost of salvage of the steamers *Neungshan*, has been delayed out of the earnings of the half year, except the cost of repairs to *Neungshan* which only being completed at the end of January will be chargeable to the first half year of 1907.

Immediately following the 18th September there was a shortage of tonnage on the river, but since then the competition has been as fierce as ever, and Chinese freights have ruled very low.

The Pool Agreement with the China Navigation Co., Ltd., expired at the end of last year, and, while renewing it, your directors entered into an agreement with that Company to dispose of our 1/3 share in the steamer *Fatshan* to them on the basis of a total valuation of \$15,000 which came into effect on the 31st December. This sale leaves a small profit to us on book value, as you will see in the accounts. It was also agreed that the China Navigation Co., Ltd., should purchase from us a 1/3 share in the s.s. *Powan* in order that she may be jointly worked as a spare boat or freighter, and that she should be replaced in the pool working on the Canton Line by the Company's steamer *Heungshan*.

The Pool Agreement between the China Navigation Company and ourselves extending over a period of 10 years has now been signed and executed. The transfer of 1/3 share in the steamer *Powan* has been made and will appear in the account of the first six months in 1907.

In order to replace the steamer *Heungshan* on the Macao Line, and recognizing the necessity of two smaller and more economical vessels for the trade, your directors purchased from the Hamburg-America Line the two river steamers *Jui An* and *Sui Tai*. They have been running on the line since the 11th instant and are working very satisfactorily. These changes have been decided on after careful consideration on the part of your Board and in the best interests of your Company.

The working of the West River Service continues to be unprofitable and your directors in agreement with other joint owners decided to sell the stranded steamer *Tak Hing*. The loss on her book value of our 1/3 share amounts to \$2,465.66 for estimated cost of repairs and salvage from Underwriters.

Mr. E. R. Fuhrmann resigned his seat at the Board on leaving the Colony, and Mr. C. Thiel was nominated by the directors to fill the vacancy subject to confirmation by the shareholders at this meeting. The retiring auditors, Messrs. A. O'D. Gordin and W. Hutton Potts also offer themselves for re-election.

E. GORTZ, Chairman.

Hongkong, 28th January, 1907.

#### BALANCE SHEET.

Dec. 31, 1906.

Value of steamers *Honam*, *Towan*, *Heungshan*, *Sui An*, *Sui Tai*, and *Lungshan* 1/3 of *Kinshun* and 1/3 of *Saiman*, *Nanning*, *Lintan*, and *Samui* ..... \$1,149,800.00

Value of lighters *Swine* and *Wolfe* ..... 8,000.00

Value of wharves, hulk, and moorings ..... 71,250.00

Value of properties at Canton, Wuchow and Kongkum ..... 133,246.77

Value of spare gear and stores ..... 10,260.37

Value of shares in public companies ..... 571,748.00

Value of Chinese bonds ..... 693.18

Loans on mortgage ..... 485,000.00

Interest accrued ..... 2,457.92

Sundry debtors ..... 5,692.01

Hongkong and Shanghai Banking Corporation current account ..... 51,602.62

Liabilities ..... \$2,549,439.87

Dec. 31, 1906.

Amount of capital, 80,000 shares of \$15 each fully paid up ..... \$1,200,000.00

Amount at credit of depreciation and insurance fund ..... 600,000.00

Amount at credit of equalization of dividend fund ..... 250,000.00

Amount at credit of investment fluctuation account ..... 114,224.63

Hongkong and Shanghai Banking Corporation, loan account ..... 250,000.00

Unclaimed dividends ..... 6,919.00

Sundry creditors ..... 28,126.16

Amount at credit of profit and loss a/c ..... 100,170.08

Profit and Loss Account. Dr. Dec. 31st, 1906.

To Repairs to steamers special account brought forward from last a/c \$15,000.00

Amount paid for repairs to steamers ..... 4,445.97

Company's proportion of losses in connection with the stranding of s.s. *Fatshan*, *Kinshun*, *Heungshan*, *Lungshan*, and raising and repairing lighter *Wolfe* ..... 49,494.29

Difference between book value and price realized for company's 1/3 share of s.s. *Tak Hing* ..... 14,105.39

Less Amount recovered from Underwriters ..... 2,466.66

Electric light installation s.s. *Heungshan* ..... 4,000.00

Directors and auditors fees ..... 4,250.00

Dividend of \$1 per share on 80,000 shares \$80,000.00

To Amount to be carried forward to new a/c on 20,170.08

Cr. Dec. 31, 1906.

By Amount brought forward from last account ..... \$5,464.67

Net earnings of steamer ..... 39,223.43

Interest on investments ..... 44.00

Transfer fees ..... 7,949.31

Difference between book value and price realized for company's 1/3 share of steamer *Fatshan* ..... 14,105.39

Depreciation and Insurance Fund. Dr. Dec. 31st, 1906.

To balance ..... \$600,000.00

Cr. Dec. 31st, 1906.

By balance ..... \$600,000.00

Cr. Dec. 31st, 1906.

By balance ..... \$250,000.00

Cr. Dec. 31st, 1906.

By balance ..... \$250,000.00

Cr. Dec. 31st, 1906.

By balance ..... \$250,000.00

Cr. Dec. 31st, 1906.

By balance ..... \$250,000.00

Cr. Dec. 31st, 1906.

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Cr. Dec. 31st, 1906.

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Cr. Dec. 31st, 1906.

By balance ..... \$250,000.00

Cr. Dec. 31st, 1906.

By balance ..... \$250,000.00

Cr. Dec. 31st, 1906.

By balance ..... \$250,000.00

Cr. Dec. 31st, 1906.

By balance ..... \$250,000.



## LOCAL AND GENERAL.

TWENTY-TWO men were arrested at No. 144, Queen's Road East last night (6th inst.) by virtue of a gambling warrant. The raid took place about nine o'clock and was conducted by Sergeant Lee. The men were paraded before Mr. P. A. Hazell, at the Police Court, this morning, and fined \$5 each.

HENRY Bowden, a petty officer on board H. M. S. "Vigilant," charged with a ricksha coolie (No. 1647), before Mr. F. A. Hazell, at the Police Court, to-day (7th inst.), with assault. The complainant's story was that while he was walking in Connaught Road West shortly after midnight yesterday he was struck on the head from behind. Turning round he saw the accused tearing down the road. A chase followed and accused was run to earth. The latter denied the allegation. His Worship did not place much reliance on complainant's narrative and adjourned the case.

As briefly reported by special telegram in our columns the other day, H. E. Viceroy Yuan Shih-k'ai has issued stringent instructions to the local authorities of Tientsin, Aanku and Chingwanan, the Tientsin Police and Detective Corps and the Railway Police, to keep a strict watch on coolies emigrating for service abroad. This step has been taken to prevent Chinese labourers from going to work on the Panama Canal, first, because of the extreme unhealthiness of that isthmus and vicinity, and secondly, because of the harsh legislation in the United States against the entrance of Chinese labourers and handicraftsmen into the country. So long as this legislation continues in force in the United States so long, it is reported, will the Chinese Government stop Chinese labourers from going to the American Continent.

In the very early hours of Wednesday morning a Chinaman—probably a shoemaker wanting leather on the cheap, to make a harness for the Chinese New Year—was leaving the Naval Yard, with a roll of leather, valued at \$32, as it subsequently transpired, under his arm. He was arrested and escorted to No. 2 Police Station, where he was taken care of for a few hours, until the curtain rose on the magisterial proceedings, when sergeant Lee introduced him on his appearance. There was considerable doubt as to whether this was his debut, as he calmly admitted the offence with which he was charged, and appeared to be quite familiar with Court proceedings. Sergeant Lee, asked Mr. P. A. Hazell, before whom the leather-fancier was placed, for a remand, as since his arrest it had been discovered that three other rolls had also gone astray from the same store-house, and time was required to trace their whereabouts. The remand was granted.

JAPANESE enterprise has laid plans to quietly take the immense Asiatic flour trade from the Pacific Coast millers. Several small flouring mills, recently built in Japan, have been consolidated, and two mills have just been completed at Kobe. Eight other large flouring mills are going into Japan, using American machinery. The superintendent of the largest mill in Tacoma has been engaged as superintendent. Moritz Thomson of Spokane, and E. B. Wilcox of Portland, two of the wealthiest millers on the Coast, are said to be interested in two of the largest mills. During the last five years in flour-milling industry on the Pacific Coast has reached enormous proportions with an ever-expanding market in the Orient. Forty thousand tons of flour are now being shipped from Tacoma to Vladivostok, Dairen and Newchwang. Japan proposes to seize this trade by grinding Manchurian-raised wheat in Japanese mills. Some wheat will be imported from Tacoma. Several cargoes of what have been shipped to Japan this winter.

PERCY Hutchins is a Briton with a very lively turn of mind, but he is not altogether particular enough as to what that turn leads him to, and this failure led him into trouble in the wee hours of the morning. Percy is an unemployed seaman and resides at the Sailors' Home. On Monday evening he started out to enjoy life, but it cost him eventually more than he expected. At about 3 a.m., next morning Percy was noticed in Arsenal Street having an altercation with a ricksha coolie, while at the same time he was "blowing many blasts" on a police-whistle. Hearing the shrill sounds an Indian constable came upon the scene to inquire what all the racket was about, when Percy, thinking the Indian policeman had evil intentions against his welfare, and designs upon his whistle, became so excited and obstreperous as to require his removal to No. 2 Police Station. But Percy had "looked upon the wise when it was red," or, in other words, had indulged too much in the juice of the hop, and a charge of being drunk and disorderly had to be entered against the name of "Percy Hutchins," unemployed, 10, 11, 12, Melbourne street, with the case, and considered that a fine of \$2, with the payment of 35 cents to his ricksha coolie, whom he had previously refused to pay, would about meet the ends of justice—as far as Percy was concerned.

## Steamers Expected.

| Vessels        | From      | Agents       | Date    |
|----------------|-----------|--------------|---------|
| Sachsen        | Singapore | M. & C.      | Feb. 9  |
| Kawachi Maru   | Singapore | N. Y. K.     | Feb. 9  |
| Taiyuan        | Moji      | B. & S.      | Feb. 9  |
| Athenian       | Shanghai  | C. P. R. Co. | Feb. 10 |
| Tosa Maru      | Manassas  | C. J. L.     | Feb. 10 |
| Tsimah         | Japan     | M. & C.      | Feb. 11 |
| Genesee        | Japan     | P. & A. Co.  | Feb. 12 |
| Princess Alice | Colombo   | M. & C.      | Feb. 13 |
| Kumgang        | Singapore | M. & C.      | Feb. 13 |
| Emp. of Japan  | Japan     | C. P. R. Co. | Feb. 15 |
| Optic          | Japan     | O. & O. Co.  | Feb. 16 |
| Roon           | Colombo   | M. & C.      | Feb. 17 |
| Bombay Maru    | Bombay    | N. Y. K.     | Feb. 22 |

## Ships Passed The Canal.

22nd January—Bangla, Flinthshire, Denbigh, Glasgow, Manila, 24th January—Roon, Radogah, Slavia, Suez, Tonkin, Prinz Eitel Friedrich, Kamakura Maru, Princess Alice, 29th January—Kouang Si, Polyphamus, Tenkai, Braconshire, Drumgill, Elkantara, Glenstrat, Rosdara, St. Domingo, St. Patrick, 1st February—C. Ferd Laetia, Calchas, Dardanus, Verona, Yarra, Namur, Nile, 5th February—Benlauer, Benlond, Kamm, Persia, Alderney, Blucross, Hubbar, Liberia, Siberia.

Arrivals at Home—22nd January—Polyphamus, St. Patrick, Prinz Regent Luitpold, 25th January—Marionukshire, Myrindor, 26th January—Masagon, 29th January—Rhinania, 1st February—Glenavon, Prinz Eitel Friedrich, Yeddo, Tienmah, Braemar, Pak, Ling, 4th February—Formosa, 5th February—Kenneke, Segovia, Yarra, Kamakura Maru.

## Shipping.

## Vessels In Port.

| Vessels                                                                                                                                                                                 | From | Agents | Date |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|--------|------|
| Hendeluch, Br. s.s., 2,773, A. J. Reid, 8th Feb.,—Singapore 31st Jan., Gen.—G. L. & Co.                                                                                                 |      |        |      |
| Capri, Ital. s.s., 2,718, G. Belsio, 7th Feb.,—Bombay 17th Jan., and Singapore 29th, Gen.—C. & Co.                                                                                      |      |        |      |
| Castor, Nor. s.s., 775, Honkensen, 8th Feb.,—Langkat and Singapore 29th Jan., Kerosene.—Mr. Geo. McBain.                                                                                |      |        |      |
| Catherine Apar, Br. s.s., 1,730, W. D. A. Thomas, 5th Feb.,—Calcutta via Penang and Singapore 30th Jan., Gen.—D. S. & Co., Ltd.                                                         |      |        |      |
| Chongshing, Br. s.s., 1,256, S. I. Payne, 3rd Feb.,—Saigon 28th Jan., Rice.—J. M. & Co.                                                                                                 |      |        |      |
| Daiya Maru, Jap. s.s., 1,735, M. Aikawa, 7th Feb.,—Mojito 29th Jan., Coal.—M. B. K.                                                                                                     |      |        |      |
| Delta, Br. s.s., 4,741, C. L. Daniel, 7th Feb.,—Shanghai 5th Feb., Mails and Gen.—P. & O. S. N. Co.                                                                                     |      |        |      |
| Doric, Br. s.s., 4,975, Harry Gaughran, 7th Feb.,—San Francisco 8th Jan., Honolulu 1st, Yokohama 29th, Kobe 31st, Nagasaki 2nd Feb., and Shanghai 5th, Mails and Gen.—O. & O. S. S. Co. |      |        |      |
| Empress of India, Br. s.s., 3,032, E. Beetham, K.R.R., 14th Jan., Vancouver (P.C.) 25th, and Shanghai 11th Jan., Mails and Gen.—C. P. R. Co.                                            |      |        |      |
| Fri, Nor. s.s., 1,560, C. Wazle, 4th Feb.,—Nantes 21st Jan., Sugar.—Aagaard, Thoresen & Co.                                                                                             |      |        |      |
| Germania, Ger. s.s., 1,714, H. Lorenzen, 27th Jan.,—Sourabaya 15th Jan., Gen.—J. & Co.                                                                                                  |      |        |      |
| Haiching, Br. s.s., 1,267, A. E. Hodgins, 8th Feb.,—Fuefuchow 31st Feb., Amoy 6th, and Swatow 7th, Gen.—D. L. & Co.                                                                     |      |        |      |
| Hanoi, Fr. s.s., 739, P. Merlees, 2nd Feb.,—Haiphong and Hoihow 1st Feb., Gen.—A. R. M.                                                                                                 |      |        |      |
| Heimdal, Nor. s.s., 761, S. A. Johnson, 7th Feb.,—Saigon 2nd Feb., Rice and Paddy.—Aagaard, Thoresen & Co.                                                                              |      |        |      |
| Hikosan Maru, Jap. s.s., 2,303, J. Fukui, 6th Feb.,—Kuchinozu 31st Jan., Coal.—M. B. K.                                                                                                 |      |        |      |
| Himeang, Br. s.s., 1,356, W. D. Welsh, 8th Feb.,—Kuchinozu 31st Feb., Coal.—J. M. & Co.                                                                                                 |      |        |      |
| Huichow, Br. s.s., 1,225, A. Forsyth, 2nd Feb.,—Cebu and Hoihow 29th Jan., Sugar.—B. & S.                                                                                               |      |        |      |
| Indradeo, Br. s.s., Easterbrod, 19th Jan.,—Sydney 24th Dec., Coal.—S. T. & Co.                                                                                                          |      |        |      |
| Ithaka, Ger. s.s., 2,269, A. Eisk, 31st Jan.,—Saigon 26th Jan., Rice and Paddy.—S. & Co.                                                                                                |      |        |      |
| Joshin Maru, Jap. s.s., 702, H. S. Smith, 6th Feb.,—Swatow 5th Feb., Gen.—O. S. K.                                                                                                      |      |        |      |
| Kanji Maru, Jap. s.s., 1,241, K. Hashimoto, 5th Feb.,—Saigon 31st Jan., Rice and Paddy.—Fukusei & Co.                                                                                   |      |        |      |
| Kwangtai, Ch. s.s., 1,536, Wm. H. Lunt, 1th Feb.,—Canton 7th Jan., Gen.—C. M. S. N. Co.                                                                                                 |      |        |      |
| Laertes, Br. s.s., 1,349, Jackson, 8th Feb.,—Saigon 3rd Feb., Rice and Gen.—Chinese.                                                                                                    |      |        |      |
| Loongsang, Br. s.s., 1,092, A. G. Smith, 4th Feb.,—Vanilla 1st Feb., Gen.—J. M. & Co.                                                                                                   |      |        |      |
| Lydia, Ger. s.s., 1,772, C. Meyer, 8th Feb.,—Saigon 2nd Feb., Rice.—S. & Co.                                                                                                            |      |        |      |
| Mahlde, Ger. s.s., 331, N. Johanneum, 7th Feb.,—Haiphong and Hoihow 6th Feb., Gen.—J. & Co.                                                                                             |      |        |      |
| Mercedes, Br. transport, 2,703, J. S. McGregor, 29th Jan.,—Singapore 22nd Jan., Coal.—Admiralty.                                                                                        |      |        |      |
| Monteagle, Br. s.s., 3,053, S. Robinson, 14th Sept.,—Vancouver 20th Aug., and Shanghai 14th Sept., Flour, Lead and Gen.—C. P. R. Co.                                                    |      |        |      |
| Neil MacLeod, Am. s.s., 901, E. Corral, 10th June,—Manila 16th June, Ballast.—Barretto & Co.                                                                                            |      |        |      |
| Newton Hall, Br. s.s., 2,675, H. C. Hostler, 4th Feb.,—Penarth 18th Dec., 1906, Coal.—Admiralty.                                                                                        |      |        |      |
| N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.                                                                                  |      |        |      |
| Peichaburi, Ger. s.s., 1,370, C. Gosewisch, 5th Feb.,—Bangkok 23rd Jan., Rice and Timber.—M. & Co.                                                                                      |      |        |      |
| Pongtong, Ger. s.s., 997, W. Boefuhr, 1st Feb.,—Bangkok via Hoihow 31st Jan., Rice and Teakwood.—B. & S.                                                                                |      |        |      |
| Prinz Sigismund, Ger. s.s., 3,301, Lenz, 8th Feb.,—Sydney 15th Jan., and Manila 5th Feb., Gen.—M. & Co.                                                                                 |      |        |      |
| Progress, Ger. s.s., 687, H. Pahren, 8th Feb.,—Dag 5th Feb., Salt.—L. W. & Co.                                                                                                          |      |        |      |
| Providence, Nor. s.s., 691, H. Skarboe, 25th Jan.,—Hongkong 23rd Jan., Coal.—Wallen & Co.                                                                                               |      |        |      |
| Rajaburi, Ger. s.s., 1,180, O. Koch, 6th Feb.,—Bangkok 26th Jan., Timber and Rice.—B. & S.                                                                                              |      |        |      |
| Riojun Maru, Jap. s.s., 4,809, G. S. Lapraik, 8th Feb.,—Yokohama via Moji 3rd Feb., Gen.—N. Y. K.                                                                                       |      |        |      |
| Saragosa, Am. s.s., 428, Vitteria, 7th Sept.,—Manila 4th Sept., Ballast.—Order.                                                                                                         |      |        |      |
| Sikh, Br. s.s., 3,216, W. Atkinson, 8th Feb.,—Shanghai via Foochow 3rd Feb., Gen.—D. & Co., Ltd.                                                                                        |      |        |      |
| Simongan, Dut. s.s., 1,200, Zuiderhoudt, 30th Jan.,—Samarang and Singapore 23rd Jan., Sugar.—Yuen Fat Hong.                                                                             |      |        |      |
| Suisang, Br. s.s., 1,776, T. A. Mitchell, 28th Jan.,—Calcutta 14th Jan., Coal.—J. M. & Co.                                                                                              |      |        |      |
| Tacoma, Am. s.s., 6,066, E. W. Roberts, 28th Jan.,—Tacoma via Japan Ports 12th Dec., Gen.—D. & Co., Ltd.                                                                                |      |        |      |
| Taiwan, Br. s.s., 1,740, J. A. Martin, 4th Feb.,—Saigon 29th Jan., Rice.—Chinese.                                                                                                       |      |        |      |
| Taming, Br. s.s., 1,350, A. W. Outerbridge, 8th Feb.,—Manila 5th Feb., Gen.—B. & S.                                                                                                     |      |        |      |
| Telemachus, Br. s.s., 1,342, Williams, 31st Jan.,—Saigon 26th Jan., Rice, Meal and Gen. Wo Fat Seng.                                                                                    |      |        |      |
| Tinhow, Br. s.s., 901, T. R. Kidd, 31st Jan.,—Saigon 26th Jan., Rice.—A. K. & Co.                                                                                                       |      |        |      |
| Tsinar, Br. s.s., 2,300, C. Lindbergh, 8th Feb.,—Melbourne 4th Jan., and Manila 5th Feb., Gen.—B. & S.                                                                                  |      |        |      |
| Undine, Nor. s.s., 1,113, H. Thorkjornsen, 23rd Dec.,—Cheloo 17th Dec., Gen.—Aagaard, Thoresen & Co.                                                                                    |      |        |      |
| Yruna, Am. s.s., 469, H. Nelson, 16th Oct.,—Amoy 14th Oct., Ballast.—Yeng Chung.                                                                                                        |      |        |      |

## SAILING VESSELS.

| Vessels                                                                                    | To | Agents | Date |
|--------------------------------------------------------------------------------------------|----|--------|------|
| E. B. Sutton, Am. ship, 1,639, Butmann, 22nd Dec.,—Haiphong 1st Dec., Ballast.—A. K. & Co. |    |        |      |
| Ponape, Ger. sch., 220, H. Martens, 31st Dec.,—Yap 20th Dec., Ballast.—German Consul.      |    |        |      |
| Prince George, bk., 472, A. R. Anderson, 18th Oct.,—Manila 26th Sept., Old iron.—Order.    |    |        |      |

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.                                                                          | NO. OF<br>SHARES. | VALUE.   | PAID UP. | POSITION AS PER LAST REPORT.                                                                                                                                                     | LAST DIVIDEND.         | APPROXIMATE<br>RETURN AT<br>PRESENT<br>QUOTATION,<br>BASED ON LAST<br>YEAR'S DIV. | CLOSING<br>QUOTATIONS.                            |
|----------------------------------------------------------------------------------|-------------------|----------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------|
|                                                                                  |                   |          |          | RESERVE.                                                                                                                                                                         | AT WORKING<br>ACCOUNT. |                                                                                   |                                                   |
| <b>BANKS.</b>                                                                    |                   |          |          |                                                                                                                                                                                  |                        |                                                                                   |                                                   |
| Hongkong & Shanghai Banking Corporation                                          | 10,000            | \$125    | \$125    | \$1,000,000<br>\$10,250,000<br>\$250,000                                                                                                                                         | \$1,712,472            | { £1.15/- @ Ex. 2 1/2 = \$16.47 for first half-<br>year 1906                      | { \$225 sellers<br>London 2/10                    |
| National Bank of China, Limited                                                  | 99,925            | £7       | £6       | \$12,735<br>\$150,000                                                                                                                                                            | \$74,099               | \$2 (London 3/6) for 1903                                                         | \$50                                              |
| <b>MARINE INSURANCES.</b>                                                        |                   |          |          |                                                                                                                                                                                  |                        |                                                                                   |                                                   |
| Antion Insurance Office, Limited                                                 | 10,000            | 1250     | \$50     | \$1,675,000<br>\$20,000                                                                                                                                                          | \$233,638              | \$20 for 1905                                                                     | 6 1/2 %<br>\$295 sellers                          |
| North China Insurance Company, Limited                                           | 10,000            | £15      | £5       | £110,000<br>Tls. 100,000<br>Tls. 50,000                                                                                                                                          | Tls. 185,529           | { Final of 7/6 making 15 1/2 for year ended<br>30.6.1906                          | 6 %<br>Tls. 80 sellers                            |
| Union Insurance Society of Canton, Limited                                       | 10,000            | \$250    | \$100    | \$2,000,000<br>\$40,000<br>\$311,131<br>\$1,153,844<br>\$509,279<br>\$800,000                                                                                                    | \$2,792,271            | Interim div. of 130 for 1905                                                      | 5 %<br>\$180 sa. and b.                           |
| Yangtze Insurance Association, Limited                                           | 8,000             | \$100    | \$60     | \$61,278<br>\$15,527<br>\$1,000,000<br>\$229,488<br>\$2,616                                                                                                                      | \$508,334              | \$12 and \$3 special dividend for 1904                                            | 9 1/2 %<br>\$160 buyers                           |
| <b>FIRE INSURANCES.</b>                                                          |                   |          |          |                                                                                                                                                                                  |                        |                                                                                   |                                                   |
| China Fire Insurance Company, Limited                                            | 20,000            | \$100    | \$20     | \$1,000,000<br>\$229,488<br>\$2,616                                                                                                                                              | \$344,098              | \$6 for 1904                                                                      | 6 %<br>\$100 buyers                               |
| Hongkong Fire Insurance Company, Limited                                         | 8,000             | \$250    | \$50     | \$1,220,928                                                                                                                                                                      | \$422,618              | \$25 for 1904                                                                     | 6 1/2 %<br>\$375                                  |
| <b>SHIPPING.</b>                                                                 |                   |          |          |                                                                                                                                                                                  |                        |                                                                                   |                                                   |
| China and Manila Steamship Company, Limited                                      | 10,000            | \$25     | \$25     | \$6,000<br>\$204,638<br>\$93,562                                                                                                                                                 | \$6,563                | \$14 for 1905                                                                     | 7 1/2 %<br>\$21                                   |
| Douglas Steamship Company, Limited                                               | 10,000            | 150      | \$50     | \$250,000<br>\$500,000<br>\$144,386<br>\$120,000                                                                                                                                 | Nil.                   | \$24 for year ended 30.6.1906                                                     | 7 %<br>\$36                                       |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                                     | 10,000            | 115      | \$15     | \$600,000<br>\$144,386<br>\$120,000<br>\$280,958<br>\$1,000,000                                                                                                                  | \$5,464                | \$1 for 1st half-year 1906                                                        | 6 1/2 %<br>\$30 buyers                            |
| Indo-China Steam Navigation Company, Limited                                     | 10,000            | £10      | £10      | \$1,000,000<br>\$280,958<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000                                 | £2,452                 | 10/- @ ex. 2 1/2 9/16 = \$14.9                                                    | 5 1/2 %<br>\$86                                   |
| Shanghai Tug and Lighter Company, Limited                                        | 100,000           | Tls. 50  | Tls. 50  | Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000                     | Tls. 23,156            | Interim div. of Tls. 2 1/2 for 1906                                               | 9 %<br>Tls. 60 sellers                            |
| Shanghai Tug and Lighter Company, Limited (Preference)                           | 100,000           | Tls. 50  | Tls. 50  | Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000                     | Tls. 207,815           | Interim div. of Tls. 12 for 1906                                                  | 6 1/2 %<br>Tls. 10 buyers                         |
| Shanghai Transport and Trading Company, Limited                                  | 10,000            | 110      | 110      | \$1,000,000<br>\$204,638<br>\$93,562<br>\$250,000<br>\$500,000<br>\$144,386<br>\$120,000<br>\$280,958<br>\$1,000,000                                                             | \$2,188                | { \$1.50 for year ending 30.6.1906<br>{ 10.75                                     | 5 %<br>\$30 buyers                                |
| Star Ferry Company, Limited                                                      | 10,000            | 110      | 55       | Tls. 98,000<br>Tls. 305,479<br>Tls. 48,000<br>Tls. 81,200                                                                                                                        | Tls. 13,913            | Interim div. of Tls. 2 account 1906                                               | 8 1/2 %<br>Tls. 49 buyers                         |
| Taku Tug and Lighter Company, Limited                                            | 10,000            | Tls. 50  | Tls. 50  | Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000                     | Tls. 13,913            | Interim div. of Tls. 2 account 1906                                               | 8 1/2 %<br>Tls. 49 buyers                         |
| <b>REFINERIES.</b>                                                               |                   |          |          |                                                                                                                                                                                  |                        |                                                                                   |                                                   |
| China Sugar Refining Company, Limited                                            | 10,000            | 1100     | 1100     | \$850,000<br>\$250,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000                                   | \$40,914               | Final of \$15 making 325 for 1905                                                 | 19 %<br>\$131                                     |
| Indo-Siam Sugar Refining Company, Limited                                        | 10,000            | 1100     | 1100     | \$850,000<br>\$250,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000                                   | \$132,888              | \$4 for 1905                                                                      | 19 %<br>\$21                                      |
| Indo-Siam Sugar Cultivation Company, Limited                                     | 10,000            | Tls. 50  | Tls. 50  | Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000                     | Tls. 8,935             | Tls. 4 (8%) for year ended 31.8.06                                                | 5 1/2 %<br>Tls. 75 sellers                        |
| <b>MINING.</b>                                                                   |                   |          |          |                                                                                                                                                                                  |                        |                                                                                   |                                                   |
| Chinese Engineering and Mining Company, Ltd.                                     | 1,000,000         | £1       | £1       | £110,000<br>£26,011<br>none                                                                                                                                                      | £12,546                | { Final of 1/- (No. 7) making 2 1/2 for year<br>ended 28.2.06                     | 5 1/2 %<br>Tls. 12 buyers                         |
| Central Consolidated Mining Company, Limited                                     | 500,000           | G. \$10  | G. \$10  | £110,000<br>£26,011<br>none                                                                                                                                                      | G. \$909,050           | Interim of 50 cents for account 1906                                              | 10 %<br>G. \$10                                   |
| Gold Australian Gold Mining Company, Limited                                     | 50,000            | £1       | £1       | £110,000<br>£26,011<br>none                                                                                                                                                      | £8,745                 | No. 12 of 1/- = 48 cents                                                          | 18 1/2 %<br>18 1/2 sellers                        |
| <b>DOCKS, WHARVES &amp; GODOWNS.</b>                                             |                   |          |          |                                                                                                                                                                                  |                        |                                                                                   |                                                   |
| Fenwick (Gen.) & Co., Limited                                                    | 18,000            | 125      | 125      | \$70,000                                                                                                                                                                         | \$8,915                | \$2 for 1905                                                                      | 14 %<br>\$21                                      |
| Hongkong & Kowloon Wharf and Godown Co., Ltd.                                    | 40,000            | 150      | 150      | \$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000                                                   | \$20,040               | \$24 for a/c 1906                                                                 | 6 1/2 %<br>\$95                                   |
| Hongkong and Wharves Dock Company, Ltd.                                          | 10,000            | 150      | 150      | \$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000                                                   | \$392,087              | \$6 for first half-year ending 30.6.06                                            | 8 1/2 %<br>\$140 sales                            |
| New Amoy Dock Company, Limited                                                   | 10,000            | 150      | 150      | \$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000<br>\$100,000                                                   | \$2,221                | \$1 for 1905                                                                      | 8 1/2 %<br>\$12                                   |
| Shanghai Dock and Engineering Co., Ltd.                                          | 55,700            | Tls. 100 | Tls. 100 | Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000 | Tls. 3,997             | Final of Tls. 4 making Tls. 8 for 1905/6                                          | 7 1/2 %<br>Tls. 107 buyers                        |
| Shanghai and Hongkong Wharf Company, Limited                                     | 32,000            | Tls. 100 | Tls. 100 | Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000 | Tls. 57,065            | Interim div. of Tls. 8 on account 1906                                            | 5 1/2 %<br>Tls. 235 buyers                        |
| Do. do. do. (new)                                                                | 2,500             | Tls. 100 | Tls. 100 | Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000 | none                   | none                                                                              | 100 %<br>Tls. 235 sales                           |
| Yangtze Wharf and Godown Company, Limited                                        | 2,500             | Tls. 100 | Tls. 100 | Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000 | Tls. 5,668             | Tls. 18 for 1905                                                                  | 7 1/2 %<br>Tls. 240 buyers                        |
| <b>LANDS, HOTELS &amp; BUILDINGS.</b>                                            |                   |          |          |                                                                                                                                                                                  |                        |                                                                                   |                                                   |
| Anglo-French Land Investment Co., Ltd.                                           | 25,000            | Tls. 100 | Tls. 100 | none                                                                                                                                                                             | none                   | First year                                                                        | 100 %<br>Tls. 105 sa. & b.                        |
| Star Hotel Company, Limited (Shanghai)                                           | 10,000            | \$25     | \$25     | \$30,000                                                                                                                                                                         | \$8,418                | \$3 for year ended 30.6.1906                                                      | 13 1/2 %<br>\$29 sales                            |
| Central Stores, Limited                                                          | 10,000            | \$15     | \$15     | none                                                                                                                                                                             | \$4,719                | \$2.50 on \$12 for 1905                                                           | 13 1/2 %<br>\$18 buyers                           |
| Do. (new issue)                                                                  | 24,000            | \$15     | \$15     | none                                                                                                                                                                             | \$4,719                | 7 % on \$74 for 1905                                                              | 13 1/2 %<br>\$16 1/2 buyers                       |
| Do. (Founders)                                                                   | 123               | \$15     | \$15     | none                                                                                                                                                                             | \$4,719                | None                                                                              | 100 %<br>\$300 buyers                             |
| Hongkong Hotel Company, Limited                                                  | 12,000            | \$50     | \$50     | \$648,075<br>\$19,075                                                                                                                                                            | 110,057                | \$5 for first half-year for 1906                                                  | 8 1/2 %<br>\$122 buyers                           |
| Hongkong Land Investment and Agency Co., Ltd.                                    | 50,000            | \$100    | \$100    | \$250,000<br>\$50,000<br>Tls. 29,783                                                                                                                                             | \$56,218               | Final div. of \$34 making 57 for 1906                                             | 6 1/2 %<br>\$108 b. ex div.                       |
| Hotel des Colonies Company, Limited                                              | 10,000            | Tls. 25  | Tls. 25  | Tls. 29,783                                                                                                                                                                      | Tls. 1,935             | Final of 6 % = 10 for 1905                                                        | 16 1/2 %<br>Tls. 15 sales                         |
| Hotel Metropole Company, Limited                                                 | 9,000             | \$100    | \$100    | none                                                                                                                                                                             | \$4,690                | Final of 36 making \$10                                                           | 12 1/2 %<br>\$180 sellers                         |
| Humphreys Estate & Finance Company, Limited                                      | 150,000           | \$10     | \$10     | \$208,386<br>\$50,000                                                                                                                                                            | \$5,070                | 80 cents for 1905                                                                 | 6 1/2 %<br>\$12 sellers                           |
| Kowloon Land and Building Company, Limited                                       | 4,000             | \$50     | \$30     | none                                                                                                                                                                             | \$574                  | \$24 for 1905                                                                     | 6 1/2 %<br>\$38 1/2                               |
| Shanghai Land Investment Company, Limited                                        | 12,000            | Tls. 50  | Tls. 50  | Tls. 869,493<br>Tls. 170,000                                                                                                                                                     | Tls. 52,194            | Tls. 3 for half-year 1906                                                         | 5 1/2 %<br>Tls. 106 sales                         |
| Do. do. (new issue)                                                              | 26,000            | Tls. 50  | Tls. 25  | none                                                                                                                                                                             | \$1,519                | Final div. of \$2.10 making \$4.10 for 1906                                       | 8 1/2 %<br>Tls. 64 buyers<br>\$50 1/2 ex div. sa. |
| West Point Building Company, Limited                                             | 12,500            | \$50     | \$50     | none                                                                                                                                                                             | \$1,519                | Final div. of \$2.10 making \$4.10 for 1906                                       | 8 1/2 %<br>Tls. 64 buyers<br>\$50 1/2 ex div. sa. |
| <b>COTTON MILLS.</b>                                                             |                   |          |          |                                                                                                                                                                                  |                        |                                                                                   |                                                   |
| Kwo Cotton Spinning and Weaving Company, Ltd.                                    | 15,000            | Tls. 50  | Tls. 50  | Tls. 150,000<br>Tls. 45,939<br>Tls. 110,000                                                                                                                                      | Tls. 64,986            | Tls. 10 for year ended 31.10.1906                                                 | 13 1/2 %<br>Tls. 75 buyers                        |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited                    | 175,000           | \$10     | \$10     | Tls. 150,000<br>Tls. 45,939<br>Tls. 110,000                                                                                                                                      | \$21,660               | \$14 for the year ending 31.7.06                                                  | 10 1/2 %<br>\$12                                  |
| International Cotton Manufacturing Company, Ltd.                                 | 10,000            | Tls. 75  | Tls. 75  | Tls. 150,000                                                                                                                                                                     | Tls. 36,211            | Tls. 6 for year ended 30.9.06 (8%)                                                | 9 1/2 %<br>Tls. 61                                |
| Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.                                 | 8,000             | Tls. 100 | Tls. 100 | none                                                                                                                                                                             | Tls. 30,760            | Tls. 8 for 1905                                                                   | 6 %<br>Tls. 135 sellers                           |
| Soy Chee Cotton Spinning Company, Limited                                        | 2,000             | Tls. 500 | Tls. 500 | Tls. 18,456                                                                                                                                                                      | Tls. 35,986            | Tls. 25 for 1905                                                                  | 6 1/2 %<br>Tls. 300 buyers                        |
| <b>MISCELLANEOUS.</b>                                                            |                   |          |          |                                                                                                                                                                                  |                        |                                                                                   |                                                   |
| Anglo-German Brewery Company, Limited                                            | 4,000             | \$100    | \$100    | none                                                                                                                                                                             | \$1,666                | \$7 for 1905                                                                      | 7 1/2 %<br>\$97 1/2                               |
| Bell's Asbestos Eastern Agency, Limited                                          | 8,604             | 12 1/2   | 12 1/2   | \$814                                                                                                                                                                            | \$856                  | 1/3 per share for 1905                                                            | 8 1/2 %<br>\$7 sellers                            |
| Campbell, Moore & Co., Limited                                                   | 1,200             | \$10     | \$10     | \$9,000                                                                                                                                                                          | \$1,007                | \$3 for 1905                                                                      | 10 %<br>\$30                                      |
| China-Borneo Company, Limited                                                    | 60,000            | \$12     | \$12     | none                                                                                                                                                                             | Nil.                   | \$1 for 1904                                                                      | 10 %<br>\$10                                      |
| China Flour Mill Co., Limited                                                    | 4,000             | Tls. 50  | Tls. 50  | Tls. 50,000                                                                                                                                                                      | Tls. 889               | Final of Tls. 5 making Tls. 10 for 1905                                           | 17 1/2 %<br>Tls. 56 buyers                        |
| China Light and Power Company, Limited                                           | 50,000            | \$10     | \$10     | none                                                                                                                                                                             | \$1,219                | 60 cents for year ended 28.2.06                                                   | 6 1/2 %<br>\$6                                    |
| China Provident Loan & Mortgage Company, Ltd.                                    | 100,000           | \$10     | \$10     | \$115,000                                                                                                                                                                        | \$855                  | 80 cents for 1906                                                                 | 9 1/2 %<br>\$84 ex div.                           |
| Dairy Farm Company, Limited                                                      | 25,000            | \$7 1/2  | \$6      | \$50,000                                                                                                                                                                         | \$2,555                | \$1.30 for year ending 31.7.1906                                                  | 8 1/2 %<br>\$16 1/2                               |
| Green Island Cement Company, Limited                                             | 200,000           | \$10     | \$10     | \$410,000<br>\$500,000<br>\$180,000                                                                                                                                              | \$52,291               | Int. div. of 75 cents for 1-year ended 30.6.06                                    | 9 1/2 %<br>\$21 1/2                               |
| Hall & Holtz, Limited                                                            | 21,000            | \$20     | \$20     | \$180,000                                                                                                                                                                        | \$20,893               | \$24 for year ending 28.2.06                                                      | 10 1/2 %<br>\$23 1/2 sellers                      |
| Hongkong Electric Company, Limited                                               | 60,000            | \$10     | \$10     | none                                                                                                                                                                             | \$2,568                | \$1.00<br>165 cents for 10 months ending 28.2.06                                  | 7 1/2 %<br>\$16                                   |
| Hongkong High-Level Tramways Company, Ltd.                                       | 1,250             | \$100    | \$100    | \$50,000                                                                                                                                                                         | \$2,796                | Int. div. of \$20 for 10 months ending 18.10.05                                   | 10 1/2 %<br>\$215                                 |
| Hongkong Ice Company, Limited                                                    | 5,000             | 125      | \$25     | \$80,000                                                                                                                                                                         | \$3,776                | Int. div. of \$4 for 1-year ended 30.6.06                                         | 7 1/2 %<br>\$50 buyers                            |
| Hongkong Rope Manufacturing Company, Ltd.                                        | 50,000            | \$10     | \$10     | \$61,000                                                                                                                                                                         | \$5,813                | \$9 for 1905 on 5 shares                                                          | 8 1/2 %<br>\$21                                   |
| Hongkong Steam Waterboat Company, Limited                                        | 15,000            | \$10     | \$10     | \$2,500                                                                                                                                                                          | \$88                   | Final of 50 cents making \$1 for the year                                         | 15 1/2 %<br>\$6 1/2                               |
| Maatschappij tot Mijn- en Bosch- en Landbouw-<br>exploitatie in Langkat, Limited | 25,000            | Gs. 100  | Gs. 100  | Tls. 547,500<br>Tls. 27,603                                                                                                                                                      | Tls. 10,374            | 4th interim div. of Tls. 7 1/2 making Tls. 30<br>so far a/c 1906                  | 8 1/2 %<br>Tls. 262 1/2 buyers                    |
| Philippine Company, Limited                                                      | 67,500            | \$10     | \$10     | none                                                                                                                                                                             | Dr. P. 34,324          | None                                                                              | 100 %<br>\$5 buyers                               |
| Shanghai Gas Company, Limited (old)                                              | 16,000            | Tls. 50  | Tls. 50  | Tls. 165,000                                                                                                                                                                     | Tls. 11,017            | Interim dividend of Tls. 3 1/2 account<br>1906                                    | 6 1/2 %<br>Tls. 100 buyers                        |
| Do. do. (new)                                                                    | 8,000             | Tls. 50  | Tls. 50  | Tls. 165,000                                                                                                                                                                     | Tls. 11,017            | Tls. 6 for 1904                                                                   | 17 %<br>Tls. 34                                   |
| Shanghai Horse Bazaar Co., Ltd.                                                  | 5,400             | Tls. 50  | Tls. 50  | Tls. 45,000<br>Tls. 37,000<br>Tls. 24,820<br>Tls. 25,000                                                                                                                         | Tls. 9,751             | Interim div. of Tls. 5 account 1906                                               | 12 1/2 %<br>Tls. 120 sellers                      |
| Shanghai Pulp and Paper Company, Limited                                         | 4,500             | Tls. 100 | Tls. 100 | Tls. 45,000<br>Tls. 37,000<br>Tls. 24,820<br>Tls. 25,000                                                                                                                         | Tls. 2,753             | Interim div. of Tls. 4 on account 1906                                            | 5 %<br>Tls. 100 buyers                            |
| Shanghai-Sumatra Tobacco Company, Limited                                        | 30,000            | Tls. 20  | Tls. 20  | Tls. 190,000                                                                                                                                                                     | Tls. 85,592            | Interim div. of 15/- for 1-year 1906                                              | 10 %<br>Tls. 315                                  |
| Shanghai Waterworks Company, Limited                                             | 8,175             | £20      | £20      | none                                                                                                                                                                             | Dr. 841,934            | Interim div. of 15/- for 1-year 1906                                              | 10 %<br>Tls. 285                                  |
| South China Morning Post, Limited                                                | 7,000             | £20      | £20      | none                                                                                                                                                                             | \$214                  | 30cts. (old) & 15cts. (new) ear ended 31.5.06                                     | 5 1/2 %<br>\$25 sales                             |
| Team Laundry Company, Limited                                                    | 20,000            | \$5      | \$5      | none                                                                                                                                                                             | none                   | Interim of Tls. 4 for year 1905/6                                                 | 7 1/2 %<br>Tls. 100 buyers                        |
| Tientsin Waterworks Company, Limited                                             | 7,000             | Tls. 100 | Tls. 100 | Tls. 15,295<br>Tls. 4,000                                                                                                                                                        | Tls. 1,012             | 70 cents for year ended 31.5.1906                                                 | 8 1/2 %<br>\$10                                   |
| United Asbestos Oriental Agency, Limited                                         | 9,000             | \$10     | \$4      | \$25,000                                                                                                                                                                         | \$752                  | \$9.90 for year ended 31.5.1906                                                   | 6 1/2 %<br>\$150                                  |
| Do. (Founders)                                                                   | 100               | \$10     | \$10     | \$25,000                                                                                                                                                                         | \$752                  | Interim of 40 cents for account 1906                                              | 8 1/2 %<br>\$12 sales                             |
| Watson (A. S.) & Co., Limited                                                    | 90,000            | \$10     | \$10     | \$300,000<br>\$25,000                                                                                                                                                            | \$7,734                | Final of 30 cents making 80 cts. for the<br>year ended 30th June, 1906            | 10 1/2 %<br>\$78 buyers                           |
| William Powell, Limited                                                          | 15,000            | \$10     | \$10     | \$4,500                                                                                                                                                                          | \$182                  |                                                                                   |                                                   |
| <b>DIVIDENDS PAYABLE:—</b>                                                       |                   |          |          |                                                                                                                                                                                  |                        |                                                                                   |                                                   |
| Humphreys Estate and Finance Co.                                                 | 80 cts.           |          |          |                                                                                                                                                                                  |                        |                                                                                   | February 9th                                      |
| Hongkong, Canton, Macao Steamboat Co.                                            | \$2.15/-          |          |          |                                                                                                                                                                                  |                        |                                                                                   | " 12th                                            |
| Hongkong and Shanghai Banking Corp.                                              | Tls. 4 1/2        |          |          |                                                                                                                                                                                  |                        |                                                                                   | " 16th                                            |
| Shanghai Land Investment Co.                                                     | \$6.00            |          |          |                                                                                                                                                                                  |                        |                                                                                   | " 20th                                            |
| Hongkong and Whampoa Dock Co., Ltd.                                              | Tls. 8.00         |          |          |                                                                                                                                                                                  |                        |                                                                                   | " 25th                                            |

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# The Hongkong Telegraph.

(ESTABLISHED 1861)

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SATURDAY, FEBRUARY 9, 1907.

大拜禮

號九月二 英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED Yen 24,000,000  
CAPITAL PAID-UP " 21,000,000  
CAPITAL UNPAID-UP " 3,000,000  
RESERVE FUND " 13,700,000

Head Office:—YOKOHAMA.

#### Branches and Agencies.

TOKIO. HONOLULU.  
NAGASAKI. SHANGHAI.  
LYONS. NEWCHANG.  
SAN FRANCISCO. MUKDEN.  
BOMBAY. PORT ARTHUR.  
TIENTSIN. CHEFOO.  
PEKING. DALNY.  
Kobe. TIE-LING.  
LONDON. OSAKA.  
NEW YORK.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
On Fixed Deposits for 12 months at 5 per cent.

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### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
STERLING RESERVE.....\$10,000,000  
SILVER RESERVE.....\$10,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

#### COURT OF DIRECTORS:

A. HAUPT, Esq., Chairman.  
G. H. Medhurst, Esq., Deputy Chairman.  
G. Balloch, Esq.  
J. Goch, Esq.  
Rev. Mr. W. J. Gresson  
C. R. Lennan, Esq.  
D. M. Nissim, Esq.

#### CHIEF MANAGER:

Hongkong:—J. R. M. SMITH.  
Shanghai:—W. ADAMS ORAM.

#### ACTING MANAGER:

LONDON BANKERS:—LONDON AND COUNTY BANKING COMPANY, LIMITED.

#### HONGKONG:—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.  
On Fixed Deposits for 12 months at 5 per cent.

#### ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907.

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907.

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

#### HEAD OFFICE:—SHANGHAI.

#### BOARD OF DIRECTORS:—BERLIN.

#### BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,  
Kobe, Peking, Singapore, Tientsin,  
Tientsin, Tientsin, Yokohama.

#### FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),  
Direction der Disconto-Gesellschaft,  
Deutsche Bank, S. Bleichroeder,  
Berliner Handels-Gesellschaft,  
Bank fur Handel und Industrie,  
Robert Warshawsky & Co.,  
Mendelssohn & Co.,  
M. A. von Rothschild, & Soehne, Frankfurt,  
Jacob S. H. Stern,  
Norddeutsche Bank in Hamburg, Hamburg,  
Sal. Oppenheim jr. & Co., Koeln,  
Bayerische Hypotheken und Wechselbank,  
Muenchen.

#### LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,  
THE UNION OF LONDON AND SMITH'S BANK,  
LIMITED,  
DEUTSCHE BANK (BERLIN), LONDON AGENCY,  
DIRECTION DER DISCONTO GESELLSCHAFT.

#### INTEREST ALLOWED ON CURRENT ACCOUNT.

DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

F. JUNG,  
Manager.

Hongkong, 11th January, 1907.

### NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (1,250,000).  
Subscribed Capital Fl. 10,000,000 (Paid-up).  
Reserve Fund ..... Fl. 1,628,850.19 (1,357,327).

#### Head Office:—AMSTERDAM.

#### Sub-Office:—THE HAGUE.

#### Head Agency:—BATAVIA.

#### BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

#### CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

#### BANKERS:

London:—The Williams Deacons Bank, Ltd.  
Paris:—Societe Nationale d'Escompte de Paris.  
Berlin:—Deutsche Bank.  
Brussels:—Banque de Paris et des Pays Bas.  
Vienna:—Union Bank.  
Rome:—Banca Commerciale Italiana.

#### THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

#### INTEREST ALLOWED.

On Current Accounts 2 1/2 per annum on daily balances.  
Fixed Deposits 12 months 4 1/2 per annum.  
Do. 6 do. 4 do.  
Do. 3 do. 3 1/2 do.

L. ENGEL,  
Agent.

Hongkong, 12th February, 1907.

### Hotel.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAR, the PRAX, near the TRAM TERMINUS, Tel. 56.  
For Terms, &c., apply to the  
MANAGER.

Hongkong, 22d July, 1900.

## Ships.

### PENINSULAR AND ORIENTAL.

#### STEAM NAVIGATION COMPANY.

| FOR                          | STEAMERS                                 | TO SAIL ON                 | REMARKS.                                       |
|------------------------------|------------------------------------------|----------------------------|------------------------------------------------|
| LONDON, &c., via usual Ports | { DELTA .....<br>Capt. C. L. Daniel      | 10th Feb. }<br>10 A.M. }   | See Special<br>of Call .....<br>Advertisement. |
| LONDON, ANTWERP and          | { JAYA .....<br>Capt. S. Darcham         | About 13th }<br>February } | Freight and<br>Passage.                        |
| MARSEILLES                   | {                                        |                            |                                                |
| SHANGHAI, KOBÉ, MOJI and     | { MANILA .....<br>Capt. F. E. Andrews    | About 17th }<br>February } | Freight and<br>Passage.                        |
| YOKOHAMA                     | {                                        |                            |                                                |
| SHANGHAI                     | { MACEDONIA .....<br>Capt. C. D. Bennett | About 23rd }<br>February } | Freight and<br>Passage.                        |

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th February, 1907.

## Intimations.

## LANE, CRAWFORD & CO. STOCKTAKING SALE.

FEBRUARY 6th to 16th.

### GREAT REDUCTIONS FOR CASH ONLY

#### IN THE

#### GENTLEMEN'S OUTFITTING,

#### HARDWARE, FURNISHING,

#### AND

#### LADIES' DEPARTMENTS.

#### LANE, CRAWFORD & CO.

Hongkong, 4th February, 1907.

### ASK FOR

### KUPPER'S PILSENER BEER

and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS—

### CALDBECK MACGREGOR & CO.,

15, Queen's Road Central.

Hongkong, 8th February, 1907.

### HONGKONG, CANTON AND

### MACAO STEAMBOAT CO.,

### LIMITED.

### CHEAP EXCURSIONS TO MACAO.

On SUNDAY, the 10th February,

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Time of departure from Macao 3 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare.....\$3.00

" " on Monday ..... 5.00

" " Single ..... 2.00

Popular Excursion Rates as usual.

Children under 12 years, Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

W. E. CLARKE,  
Secretary.

Hongkong, 4th February, 1907.

## Intimations.

### JAPAN



### COALS.

## THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

#### OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Changhai, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Mardun, Kure, Shimizu, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamaguchi and Ida Coal Mines; and SOLE AGENTS for Fujitama, Hokoku, Hondo, Ichimura, Kahara, Maheda, Mannoura, Onoura, Otsu, Sasahara, Tsubakura, Yoshinomiya, Yoshino, Yuzokibara and other Coals.

M. KOBAYASHI, Manager, Hongkong.

One of the most prominent Medical men of

China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907.

X THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS.

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

FOR THE RACES! JUST ARRIVED!!

A Choice Selection of EXQUISITELY TRIMMED MILLINERY, DRESSES and GOWNS, &c., &c., direct from the "Avenue de la Paix," Paris.

PRICES TO SUIT EVERYONE.

Hongkong, 5th February, 1907.

## Hotels.

## HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

H. HAYNES

Manager

Hongkong, 15th March, 1906.

### VICTORIA HOTEL, MACAO HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN), (TELEGRAMS—FARMER—MACAO).

SHAMEN, CANTON, MACAO, CHINA.

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

F. E. DE BEAURE PAIRE, Capt. T. AUSTIN, R.M.R., Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 4th December, 1905.

### GREENLEES BROTHERS' CLAYMORE RARE OLD SCOTCH WHISKY.

\$15.00 per Dozen.

VERY SPECIAL BLEND SCOTCH WHISKY.

\$12.00 per Dozen.

PAUL CLOUET ROYAL SILVER DRY SPARKLING CHAMPAGNE.

\$12.00 per Case 24 Pints.

SOLE AGENTS—

A. CHAZALON & CO.,

6, Queen's Road Central.

Hongkong, 1st February, 1907.







## Intimation.

# Powell's

ALEXANDRA BUILDINGS.

FOR THE RACES.

SMART

COSTUMES,

Eight Tweeds,

Cream Serges, &amp;c.

COATS,

Cream Alpaca

and Serge,

Tussore Silk, &amp;c.

MILLINERY,

The very Latest

from

LONDON &amp; PARIS.

OSTRICH

FEATHER

BOAS,

White, Grey, Black.

DAINTY

BLOUSES.

GLOVES,

FOOTWEAR,

SUNSHADES,

&amp;c., &amp;c., &amp;c.

MODERATE PRICES.

Wm. POWELL, Ltd.,

HONGKONG.

Hongkong, 31st January, 1907.

## Intimation.

## NOTICE.

Mr. RA. HIRAM, who was acting as our Manager for some time, has from the 17th October, 1906, severed his connection with us, and the firm will not hold itself RESPONSIBLE FOR ANY DEBTS incurred by him hereafter or before.

K. A. J. CHOTIRMAIL &amp; CO.

Hongkong, 8th February, 1907.

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and/or West Point, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before FRIDAY, the 8th February, at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th February, at 9.30 A.M.

All Claims must reach us before the 19th February, 1907, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS &amp; Co., Agents.

Hongkong, 8th February, 1907.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"DELHI,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Marmora*.  
From Calcutta, &c., ex S.S. *Malacca*.  
From Persian Gulf, ex B.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th February, 1907.

## S.S. "AUSTRALIEN."

COMPAGNIE DES MESSEGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Malapan* and *Cordonan*, from Havre ex S.S. *Malapan*, and from Bordeaux ex S.S. *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 11th instant, at 3 P.M., will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th February, 1907.

## Consignees.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SCANDIA,"

Captain Dohren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th February, 1907.

## "HEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENCELUC," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 14th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th February, 1907.

AMERICAN ASIATIC STEAMSHIP CO.

## NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"LOWTHER CASTLE,"

Captain Lightoller, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

Owing to this steamer having grounded in the Suez Canal, in consequence of which a general Average will be incurred, Consignees must sign Average Bond, and pay a deposit of 3% on Invoice value of their Goods before Bills of Lading can be countersigned and delivery of their Cargo obtained.

Average Bond is lying at the Office of the Undersigned.

SHEWAN, TOMES &amp; Co., General Agents.

Hongkong, 4th February, 1907.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"HELLAS,"

Captain Neumann, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th February, 1907.

## "SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 2 P.M.

No Fire Insurance has been effected.

Owing to a fire having occurred on this steamer and a General Average being thereby incurred, Consignees of Cargo will require to sign the Average Bond, lying at the Office of the Undersigned, before their Bills of Lading can be countersigned and delivery of their Cargo obtained.

SHEWAN, TOMES & Co., Agents, "Shire" Line.

Hongkong, 4th February, 1907.

## THE CHANNEL.

Lord roars the Watcher of our shores,  
The Still of Alarm!  
The wind-driven, surf-riven, sand-strewn Sea,  
That guards our homes from harm!

When Norman William's mail-clad hosts  
Made Brinnier's lands their own;  
When Harold, at one staggering blow,  
Lost Love, and Life, and Throne;  
When King and Peasant fought and died  
For England's liberty—

We had not learned our heritage,  
We did not know our Sea!

When Philip sent his mighty fleet,  
The pride of proud Castille;  
The warden fires flared and flashed  
From headland, height, and hill.  
At that dread hour, we found the power,  
The power that kept us free—

The Storm, and Surf, and swirling Tide  
Of our God-given Sea!

When men stood anxious at their posts,  
Whilst women sobbed alone;  
When Fear gazed darkly o'er our Land,  
The Fear we dared not own;  
The windward sandbanks did their task,  
The shoals upon their ice—

Who saved us from the Corsican?  
They!—and our sullen Sea!

Lord roars the Watcher of our shores,  
The Still of Alarm!  
The narrow, sand-strewn, storm-swept Straits  
That guard us from all harm!  
Spirit of sandbank, surf, and spume,  
And spindrift driven lee—  
Save us this day, from those, we pray,  
Who would betray our Sea!

—Pall Mall Gazette.

## "THIRTY YEARS IN TRUTH."

## REMARKABLE RECORD IN LIBEL ACTIONS.

"Truth" in its current number enters upon the 31st year of its existence. In it the editor turns his ten-year-old title of "Twenty years in Truth" into "Thirty years in Truth," and tells the tale of the last ten years of litigation, in which it has been engaged.

"In 1897," he says, "I was able to show that out of all the actions I had fought in 20 years only two had resulted in 'substantial' damages, and one of these turned on a matter of no greater public or private interest than the precise position of a village pump, as to which I was misled by trusting to the evidence of two benefited clergymen, a lesson which I have always remembered to my profit."

"Through placing the village pump on the wrong side of the street I had to pay £200 in damages, with a much larger sum in costs."

"During the ten years that have elapsed since I made that boast, though something like five-and-twenty aggrieved parties have gone so far as to issue writs, only nine have brought their cases into court, though two parties also made applications to commit Mr. Labouchere for contempt of court."

FOUR OUT OF NINE WON.

"Of these nine actions four were decided in my favour, either by the jury or judges, one was settled in court, each side paying its own costs, while one resulted in a verdict for the plaintiff, though the Court of Appeal ordered a new trial on my application."

Of the three verdicts which stand against "Truth" one was an action brought by the Co-operative Union, and £1 damages were awarded to each of 13 plaintiffs, and £2 to the union collectively, which is sufficient to show that the alleged libel was not of a serious character.

"A gentleman named Caley recovered £100 for an allegation in 'Truth' that he had published in the 'World' a story which was identical with a 'Truth' libel. The trial showed that both the stories came independently from more or less ancient source, and under the circumstances I could not grudge the author what the jury gave him."

## A COSTLY MISTAKE.

"In the last case of the lot a Lancashire gentleman recovered £500 for a libel, due to an unfortunate mistake, which was corrected and apologized for as soon as it was brought to my notice. The writer of the article had confused the gentleman in question and his brother in the transactions under notice. His mistake was discovered before the article went to press, and was corrected in every instance, but one where the names were mentioned, and it was this oversight that cost 'Truth' £500."

"In the whole ten years, therefore, the only case in which a verdict has been recovered against 'Truth' for a libel published intentionally was in the case of Mr. Caley, who obtained £100 damages."

SELDOM HITTING THE WRONG MAN.

"I take a pride in this fact, and I think everyone will admit it to be legitimate. It must be remembered that during these ten years many hundreds of associations, companies, and individuals have been criticised in these columns more or less severely. I could easily point to dozens who have been accused of conduct unfitting them to associate with respectable men. Every journalist who does this does it in the present state of the law, at grave risk to himself, however sure he may feel about his facts. . . . I am not the only journalist who has ever made a practice of hitting hard, but I think I may claim to be the only one who, after the hardest hitting for 30 years, can say that during the whole of that time he has only been found guilty on about three occasions of hitting the wrong man."

"Truth," in its ten years' summary, claims to have had a hand in bringing about the Moneylenders Act and the regulation of servants' registry offices and employment agencies by the L.C.C., and to have secured the revision of the 'Edali' case, which induced the late Home Secretary to remit four years of the convict's sentence."

## Intimations.

## FOUNDED IN HONOUR.

No doubt you have seen in the papers such announcements as:—this—concerning some medicine or other. If, on trial, you write that this medicine has done you no good we will refund your money. Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

WAMPOLE'S PREPARATION are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. H. Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

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## Intimation.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and  
SHERRIES bottled in Europe have  
been especially selected and pro-  
cured from the celebrated Firm of

C. G. SANDEMAN  
SONS & CO.

London, Oporto and Xeres.

## PORTS.

|                       | Per Case. |
|-----------------------|-----------|
| DOURO .....           | \$15.00   |
| OLD TAWNY .....       | 18.00     |
| INVALID .....         | 18.00     |
| ESTRELLA .....        | 24.00     |
| FIVE DIAMOND .....    | 27.00     |
| VERY OLD TAWNY .....  | 42.00     |
| OLDEST & FINEST ..... | 50.00     |

## SHERRIES.

|                      | Per Case. |
|----------------------|-----------|
| LIGHT DRY .....      | \$13.00   |
| SOLERA .....         | 18.00     |
| VERY PALE DRY .....  | 18.00     |
| FULL GOLDEN .....    | 21.00     |
| PALE DRY NUTTY ..... | 24.00     |
| FINE OLD BROWN ..... | 36.00     |

A. S. WATSON & CO., LIMITED.  
AGENTS.

ALEXANDRA BUILDINGS.

Hong Kong, 22nd January, 1907.

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
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five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEB. 9, 1907.

KOWLOON-CANTON RAILWAY  
LOAN AGREEMENT  
SANCTIONED.

No information could be more satisfactory  
to those who are interested in the subject of  
the construction of the railway which will  
connect Kowloon with Canton than that  
which was received to-day, to the effect that  
an Imperial Edict has been issued by the  
Imperial Government at Peking sanctioning  
the Agreement with the British and Chinese  
Corporation for the Chinese section of the  
Canton-Kowloon Railway. Time and again  
it was declared that the Imperial sanction  
had been obtained to the document in ques-  
tion, but the unreasoning opposition of certain  
gentry at Peking who, perhaps, had their  
own ends to serve, delayed matters and  
at one time it seemed possible that the sub-  
ject would be quietly shelved. It was a  
well known fact that Viceroy Chow Fu's pre-  
decessor was bitterly antagonistic to the  
scheme, for the simple reason that he had  
other objects in view, notably the construc-  
tion of a railway to Amoy, which was in-  
tended, without a doubt, to divert traffic from  
the Anglo-Chinese line to the purely Chinese  
undertaking. It may be argued that His  
Excellency Shun never actually showed the  
cards in his hand, but there was ample cir-  
cumstantial evidence to prove the trend of  
his play. What he failed to do as Viceroy  
of the two Kwang he succeeded in achiev-  
ing through the medium of his  
friends and relatives in Peking. The terms  
of the Agreement were thrashed out back-

wards and forwards till it seemed as if the  
task of Slayphus had assumed a new and  
oriental shape. It was blocked, sidetracked,  
and mangled until there was real reason to  
fear that the attempt to get it through the  
preliminary stages would prove abortive. At  
length, Sir Ernest Satow, who was then  
British Minister at Peking, took the matter  
in hand and by his vigorous and persistent  
efforts the Agreement was signed. In the  
meantime His Excellency Sir Matthew  
Nathan had arrived in Hongkong and with  
the true spirit of the engineer he determined  
that, despite the opposition of certain  
officials at the Chinese capital, the British  
section of the line should be constructed  
in spite of all difficulties. Still the authori-  
ties at Canton, relying on the eventual suc-  
cess of their representatives at Peking, re-  
fused to move in the matter, blandly offer-  
ing the excuse that the Agreement had not  
been sanctioned by Imperial edict. Even al-  
though the Agreement had been signed, the  
opposition had by no means lost heart. They  
coalesced in their resolution to defeat the  
scheme, and that they managed to prevent  
its final adoption for so long is a tribute to  
their skill, ingenuity and influence at head-  
quarters. It need not be suggested that  
there was any chicanery employed; the fact  
remains that they stood a solid phalanx  
in the way of those who favoured the agree-  
ment. H.E. Tang Shao-yi, the Senior  
Vice-President of the Ministry of Posts and  
Communications, became so wrath at last  
that he wrote a stinging letter to the  
opponents of the Agreement denouncing  
their tactics and condemning their attitude.  
"No sooner has this loan been made and  
the Agreement therewith signed," he wrote,  
"than I find you advocating the cancel-  
lation of this very Agreement." Although  
your views may be excusable in the light of your  
patriotism, I am afraid that you will find con-  
siderable difficulty in realising your hopes." His  
Excellency was right, for the Agreement  
has been sanctioned and the matter is settled.  
We can only trust that, after the Chinese  
New Year, evidence will be forthcoming to  
show that a serious start has been made with  
the section running from Canton and join-  
ing the Kowloon section at Sam-chung. The  
first great obstacle has been surmounted,  
and it should not be long before the rest of  
the difficulties are cleared away, and the  
Kowloon-Canton railway an accomplished fact.

CHINESE IMMIGRATION IN  
AMERICA.

It is not astonishing to learn that last  
year a record was established in the number  
of immigrants to the United States, the total  
admissions during the period being 1,166,335  
an increase of 106,598 over the previous  
returns. The summary in the San Francisco  
papers which have just come to hand is  
somewhat too condensed to permit of any  
examination of the Commissioner-General's  
report, but interest in this part of the world  
will be directed to certain remarks regarding  
the exclusion of Chinese. It is not quite  
clear whether of the total number of immi-  
grants admitted 1,154 were Chinese or  
whether that was the extent of the decrease  
in the applications for admission. Of one  
thing we may be quite certain, however—  
the number of Chinese admissions was an  
infinitesimal quantity in comparison with  
that of aliens of other nationalities. The  
Commissioner in considering the tabulated  
section of his report makes reference to the  
Chinese Exclusion Law and some of the  
difficulties which attend its enforcement.  
He is evidently of opinion that the power  
deputed to American consuls to in-  
vestigate the claims of Chinese desirous  
of proceeding to the States should be  
withdrawn and that a new system should be  
adopted. In the words of the San Fran-  
cisco Chronicle: "he recommends stationing  
officers to investigate and approve certificates  
issued by the Chinese Government to the  
exempt classes, such plan to supersede that  
of having the investigation made by United  
States consular officers." A sly dig at the  
consuls is made by the Commissioner when  
he says that greatly improved conditions re-  
sulted from the President's orders of last  
spring to instruct consular officers as to their  
duties concerning the certificates to which  
he has made reference. It is recommended  
that there should be a system whereby the  
Government might have a complete and  
detailed registration of all Chinese in the  
United States. The object of such a  
scheme, is to impose a barrier against  
those Chinese who, it is alleged, employ  
various methods to enter the country  
in violation of the law, one of the chief  
of these being that they profess to be do-  
mestic merchants. Any Chinese labourer  
found in the United States a year after the  
registration act who has not a residence cer-  
tificate and is found to be unlawfully there  
should, the report says, be deported. The  
Commissioner also states that on the Mexi-  
co border Chinese coolies are constantly  
being smuggled into America from Mexico.  
Other recommendations are designed to  
prevent the admission of Chinese minor  
children; and attach severe penalties for  
permitting Chinese seamen to land. It is  
quite evident, if this précis of the report  
may be accepted as approximating the

meaning of Commissioner, that he has no  
sympathy with those who would seek to  
relax the hidebound laws enacted against  
the Chinese. The recrudescence of the  
boycott against American goods probably  
occurred after the Commissioner had sub-  
mitted his report to the Senate, and conse-  
quently he may have fancied that it had  
died a natural death. But there is no doubt  
as to the sincerity of the promoters of the  
boycott in their propaganda work, and such  
a report is not calculated to calm the spirit  
of retaliation among the natives. However,  
it is perhaps unjust to judge the Commis-  
sioner's views from an epitome of the report,  
and we can only wait until the original has  
arrived in Hongkong.

## LOCAL AND GENERAL.

THERE will be practice of the Hongkong  
Volunteer Reserve Association at the King's  
Park Range on Sunday, the 10th instant, at  
200 yards, at 9.30 a.m., and at 500 yards at  
11 a.m.

It is notified that the offices of the Supreme  
Court will be open daily from 10 a.m. to 1 p.m.  
during the Chinese New Year vacation which  
commences on the 13th instant, and terminates  
on the 17th instant, except on Sunday, the 17th  
instant, and on public holidays, when the offices  
will be entirely closed.

UNDER the auspices of the Hongkong Ladies'  
Auxiliary of the British and Foreign Bible  
Society, a meeting will be held at the residence  
of the Rev. T. W. Pearce, Pongnam Road, on  
Monday, 11th instant, at 3 p.m., when ad-  
dresses will be given by the Rev. J. H. Ritson,  
the Society's secretary, London, and the Rev.  
G. H. Bondfield, the Society's agent for China.

At a meeting of seaholders and subscribers of  
St. John's Cathedral, held on the 29th ult., the  
following were elected lay members of the  
Church Body for the year 1907:—The Hon.  
Dr. J. M. Aikison, Mr. W. Armstrong, Mr.  
A. Bryer (honorary secretary), Dr. Francis  
Clark (honorary treasurer), Mr. G. Hastings,  
and Mr. E. Ormiston. Mr. J. C. Peter was  
elected auditor.

It is reported that a British vessel, the  
name of which is uncertain, which left Vla-  
divostok on January 16th, struck a floating  
mine about one mile to the southward of Askold  
Island on the 17th. Considerable damage was  
done, the steamer being temporarily placed in  
a dangerous condition. Fortunately by the aid  
of the Russian East Asiatic Company's steamer  
Kina she was enabled to enter Natung Bay for  
repairs.

STEALING a table knife, on which bore the  
initials of the Hongkong Club, and carrying on  
his trade without a licence were the charges  
preferred against a marine hawker, of No. 15,  
Po Yan Street, by Inspector Ritchie, at the  
Police Court, this morning. The hawker was  
arrested yesterday afternoon by a *lukung* be-  
cause he could not produce a licence when it  
was called for. At the Central Police Station  
when his baskets were searched the table knife  
was found. He could give no explanation as to  
how he came by the knife. Mr. John  
Quinn, steward of the Hongkong Club, iden-  
tified the knife as the property of the club, and  
the hawker was sentenced to three weeks' hard  
labour and four hours' stop.

RETURNS of the average amount of Bank  
notes in circulation and of specie in reserve in  
Hongkong, during the month ended 31st Janu-  
ary, 1907, as certified by the managers of the  
respective Banks.

| Banks.                   | Average Amount. | Specie in Reserve. |
|--------------------------|-----------------|--------------------|
| Chartered Bank of India, |                 |                    |
| Australia and China      | \$3,264,796     | \$2,300,000        |
| Hongkong and Shanghai    |                 |                    |
| Banking Corporation      | 14,394,260      | 10,000,000         |
| National Bank of China,  |                 |                    |
| Limited                  | 125,565         | 60,000             |
| Total                    | \$7,784,551     | 12,360,000         |

TWENTY-nine gamblers were arrested in the  
Central and Western districts last evening.  
Eleven men hailed from No. 109, Wellington  
Street (Detective Sergeant Morrison the pro-  
moter of the raid), and the remaining eighteen  
from No. 30, First Street. In the latter raid,  
which was under charge of Sergeant Kendall,  
the main object was to locate a band of crooks,  
who, it was said, were in the habit of victim-  
ising people at West Point. The information  
received by the police was no doubt correct,  
for a number of knives commonly used by  
pickpockets were found and seized, but owner-  
ship could not be proved. The inmates of the  
house were, however, caught playing what ap-  
peared to be poker and every man-jack was  
arrested. They were assigned before Mr. F.  
A. Hazland, this morning, charged with violat-  
ing the gambling laws and were all fined.

"I HAVE no money at the Sailors Home,"  
said G. H. Wilkinson, an unemployed seaman,  
after he had been fined \$7 at the Police Court  
this morning. "I have some in the bank  
(showing a bank book) but I can't get it from  
here. Take this instead," he said, produc-  
ing a draft which he handed to the inspec-  
tor. "That's a draft for your mother, isn't  
it?" asked the inspector. "Well," he con-  
tinued, "we won't take it." Wilkinson  
was charged with behaving in a disorderly  
manner whilst drunk in Arbutnot Road last  
night. A further charge of assault  
could have been added but the complainant  
would not prefer the charge. The defendant  
was seen staggering along the road last night.  
At the back of the inspector's quarters he was  
seen to assault a Parsee gentleman for no  
reason whatever. He was arrested, but the  
Parsee refused to lay charge against him. A  
constable accompanied accused to the Hong-  
kong Bank later in the day where sufficient  
money was drawn to pay his fine.

It is announced in the *Gazette* that the Im-  
perial Service Order shall, by His Majesty the  
King's direction, rank immediately after the  
Distinguished Service Order, and before the  
Fifth Class of the Royal Victorian Order.

AN Indian exchange states that a Parsee lady,  
Mrs. Manekhai Laud, daughter of the late Dr.  
Bhardurji, knows of a sure cure for leprosy.  
If this is so the lady should certainly be ap-  
proached for her prescription, by those inter-  
ested in the matter—especially the authorities  
in Canton, whom it should nearly concern.

OUR telegrams have mentioned the severity of  
the weather in England, and last exchanges  
bring details of terrible disasters. Shipwrecks  
along the coasts, trains wrecked, and many  
lives lost, among them being Mr. W. Black,  
M.P. for Banffshire, who was so badly injured  
in a railway collision that he had to have both  
of his legs amputated, but he succumbed, later,  
to his injuries. Then from Merthyr, Wales,  
comes the account of the death of a little girl,  
12 years of age, named Mary William who was  
lost in the snow, and after a two days' search  
was found, stiff and cold, frozen to death. The  
communication by train in the north was en-  
tirely disorganized, trains being embedded in  
the snow. The telegraph also was everywhere  
interrupted. It was feared that the death-rate  
this winter from cold would be very high.

FRAUDULENT emigration is still being carried  
on in this Colony to a large extent. Although  
some very heavy penalties have been inflicted  
by the Court on the parties found guilty of  
committing a breach of the emigration laws  
there appears to be no reduction in the number  
of cases of this sort that have had to be settled  
at the Police Court lately. Boarding house  
keepers and runners are the greatest of-  
fenders. They know, for it is mentioned on  
their papers, that before an emigrant is allowed  
to set foot out of this Colony he must be  
kept in the boarding house for a  
certain period (forty-eight hours) in order that  
he should be examined and passed as a fit  
by the emigration officers yet this law is broken  
time and again, some times twice by the same  
person. At the Police Court, this morning,  
Yau Lam, a runner, in a boarding house at No.  
27, Connaught Road West, pleaded guilty to  
this offence. He escorted a hawker on board  
the steamer *Man Sang* yesterday before allow-  
ing him to go through all the formalities or-  
dered by the law. Sergeant Grant was up to time  
and took both men to the Central Police  
Station. A fine of \$50 was imposed by Mr.  
Melbourne. Another person—Tsang Shui  
Chung, a boarding-house keeper of No. 29,  
Wing Lok Street—who was alleged to have  
committed a similar offence, was discharged by  
the Court. He was defended by Mr. Otto Kong  
Cing.

## S.S. "WONGKOK" RE-LOADED.

PROCEEDING TO HONGKONG.

A private telegram has been received in the  
Colony stating that the N. D. L. s.s. *Wongkok*,  
which stranded at Capt. Varella, some weeks  
since, has been reloaded. The *Wongkok* is  
proceeding to Hongkong under her own steam.

THEFT OF A PROMISSORY  
NOTE.

WIDOW SENT TO GAOL.

After innumerable adjournments the case  
against the widow, Chan Sze, pending for over  
three weeks, came to a conclusion at the Police  
Court, yesterday afternoon. The charge  
against the widow, who until her arrest resided  
at the Hung On Chan boarding house, was  
preferred by Wong Pui Yuk, a Canton school-  
mistress. She alleged that accused and her  
son separated her from a promissory note, the  
face value of which amounted to \$5,000, some  
time in January last. Mr. John Hastings pro-  
secuted, and Mr. G. K. Hall Bruton defended.  
Briefly, the particulars of the case were to the  
effect that several months ago accused and her  
son borrowed \$5,000 from the complainant,  
who was given a promissory note. One day  
last month mother and son visited complainant  
on the pretext of returning the loan. Accused  
called for the promissory note, saying that she  
wanted to see the date on which the loan was  
made, in order that the interest on the capital  
might be included. It was then alleged that  
defendant substituted a forgery for the genuine  
note, and was leaving the house, promising to  
return with the money later, when she was  
found out.

The Court found her guilty of theft and sent  
her to gaol for one month.

## VEGETARIAN "SUPERIORITY."

PROFESSOR WHO OBJECTS TO THEIR  
TALL CLAIMS.

"Our Present Diet" was the subject of a  
lecture at the Institute of Hygiene, Devonshire-  
st., W.C., by Prof. Haliburton, who said that  
although it was unwise to overfeed, it was also  
unwise to under-eat.

Taking the nations of the Far East, such as  
India, where the black population was diluted  
with a small amount of the white races, it was  
the latter, the meat eaters, who came to the  
front, and who withstood disease and privation  
more easily than the vegetarian population—the  
black races.

It was hardly fair to characterise the vegetar-  
ian practice as a fact, but the mere fact that  
vegetarians, so-called, added to their diet the  
three richest protein-containing materials of  
the animal world—milk, eggs, and cheese—  
showed that many had perforce to recognise that  
pure vegetarianism was next to impossible.

If used in that sense there was nothing much  
to be said against vegetarianism, but his objec-  
tion was the air of superiority which vegetarians  
assumed. If vegetarianism was carried too far  
we might have horrors more terrible than those  
of brutality to beasts.

## E L E G R A M S .

"HONGKONG TELEGRAPH"  
SERVICE.

ROYALTY IN CANTON.

THE VOYAGE FROM  
HONGKONG.

SIGHT-SEEING IN THE CITY.

NO OFFICIAL RECEPTION.

[From Our Own Correspondent.]

Shameen, 9th February,  
11.20 a.m.

The Duke and Duchess of Con-  
naught, Princess Patricia and the  
other members of the party accom-  
panying the Royal visitors arrived  
at Canton at eight o'clock this morn-  
ing by the steamship *Honam* (Capt.  
H. D. Jones).

The passage from Hongkong was  
uneventful.

Prior to landing, the Royal party  
had breakfast on board the *Honam*—  
a plain, substantial meal. The menu  
was as follows:—

B.B. "HONAM."

BREAKFAST.

9th February, 1907.

- 1.—Fried Fish.
- 2.—Ham and Eggs
- 3.—Grilled Beef Steak.
- 4.—Quail with Rice.
- 5.—Fried Lamb Chops.
- 6.—Cold Roast Capon.
- 7.—Cold Ham.
- 8.—Cold Roast Leg of Mutton.
- 9.—Cold Corned Beef.
- 10.—Chicken Curry and Rice.
- 11.—Waffles.
- 12.—Potatoes.
- 13.—Tea.
- 14.—Coffee.
- 15.—Fruits.

When it was announced that the  
*Honam* had arrived, Mr. B. W.  
Mansfield, the British Consul-Gen-  
eral at Canton, went on board and  
tendered his respects to the Royal  
party.

There was no official reception, in  
any shape or form. No salute was  
fired.

The river steamers were decorated  
with bunting, but the river gunboats  
had no display whatever. The visit  
is regarded as absolutely unofficial,  
the party being solely bent on sight-  
seeing.

After breakfast, the Duke and  
Duchess and others, including the  
Consul-General, landed at 9.30 a.m.,  
and proceeded to the city.

They were accompanied by an  
escort of Chinese guards which had  
been furnished by Viceroy Chow Fu.

## ROYALTY SIGHT-SEEING.

WELCOMED IN CANTON.

VICEROY'S HOSPITALITY DECLINED.

CHINESE SOLDIERS ESCORT THE VISITORS.

[From Our Special Correspondent.]

Shameen, 9th February,  
11.30 a.m.

The steamship *Honam*, with the  
Royal party on board, steamed into  
port at a quarter past eight o'clock  
this morning, and anchored near the  
western extremity of the Shameen,  
opposite the German Consulate.

The weather was fine but overcast.

At a quarter to nine o'clock the  
British Consul-General at Canton,  
Mr. R. W. Mansfield, proceeded, in  
the houseboat belonging to the Com-  
missioner of Customs, on board the  
*Honam*.

Many Europeans, including prac-  
tically every member of the British  
community on the Shameen, and  
Chinese officials assembled on the  
quay awaiting the landing of the  
Royal visitors.

The Duke and Duchess of Con-  
naught, Princess Patricia, the  
Consul-General and the *entourage*  
stopped on shore at 9.30 a.m. and  
immediately took chairs for the  
city.

They were escorted by a company  
of Chinese soldiers, under Colonel  
Lee-che, which the Viceroy had sent  
to accompany and guard the distin-  
guished sight-seers round the city.

After visiting various pagodas and  
places of interest, the party proceed-  
ed to the British yamen in the city  
where lunch was served.

Later on the visitors continued  
their exploration of the show places  
of Canton.

At seven o'clock to-night the Duke  
and Duchess and Princess Patricia,  
together with those attending Their  
Royal Highnesses will be entertain-  
ed by Consul-General Mansfield to  
a Chinese dinner, which will be given  
in a flower-boat.

The boat has been moored oppo-  
site the Shameen for that purpose.

Chee Leong was specially engaged  
as guide to conduct the visitors  
through the city.

Viceroy Chow Fu sent an invita-  
tion to the Duke and Duchess and the  
other members of the party to an  
entertainment at the Viceroyal yamen,  
but the offer was declined.

KOWLOON-CANTON RAILWAY  
LOAN AGREEMENT.

SANCTIONED BY IMPERIAL EDICT.

We are informed by Messrs. Jardine, Mathe-  
son & Co., joint agents with the Hongkong and  
Shanghai Banking Corporation for the British  
and Chinese Corporation, Ltd., that by a tele-  
gram from Peking they learn that an Imperial  
Edict has been issued sanctioning the Agree-  
ment with the British and Chinese Corporation  
for the construction of the Chinese section of  
the Canton-Kowloon Railway.

According to the *Universal Gazette*, the  
terms of the loan for the proposed Kowloon-  
Canton railway embody the following im-  
portant points:—

- (1) The loan to be £1,500,000 guaranteed by  
a mortgage of the Kowloon-Canton Railway.
- (2) £94 to be paid for every £100.
- (3) Interest on same to be at the rate of 5  
per cent. per annum, same to commence on  
date of issue of the Bonds.
- (4) A single track to be first constructed, but  
the road-bed to be widened so as to be pre-  
pared for the construction of a double track.
- (5) Work on the road to be started within  
eight months, failing which the Agreement will  
be annulled.
- (6) The Head Office of the proposed Rail-  
way to be in Canton. The Viceroy of Kwang-  
tung and Kwansi to appoint a Director who  
shall be assisted by a British Engineer-in-Chief  
and a British Manager.
- (7) The staff of the Company to receive  
£35,000 as remuneration during the time  
agreed upon for the construction of the Rail-  
way. The said sum being the commission for  
the purchase of materials.
- (8) The sum of £1,000 to be paid to the Com-  
pany each year; payment of which will cease  
upon repayment of the whole loan.
- (9) The loan is to be for fifty years. Interest  
only on same to be paid for the space of twelve  
and a half, after which both principal and in-  
terest to be paid in instalments.
- (10) The Viceroy of the two Kwang pro-  
vinces will arrange separate terms with regard  
to the joining together of the Canton line to  
that of the Kowloon line.

## TRICKSTER HEAVILY PUNISHED.

SUBSTITUTING COINS IN DRAPER'S SHOP.

Ho Chung, the long-coated Chinaman, who  
was alleged to have palmed off \$2 worth of  
counterfeit coins in Omar Cassim Moosa, the  
manager of an Indian draper's establishment  
in D'Aguilar Street, yesterday, under circum-  
stances already reported in these columns, re-  
ceived his tonic from Mr. Hazland, at the  
Police Court, this morning. An expert, who  
was called by the police, pronounced every  
coin, out of the \$2 accused was alleged to  
have substituted for the complainant's money,  
to be counterfeits. It is true that when  
he was arrested no spurious money was found  
on him and it was through this channel that  
accused tried to establish his innocence, but  
he failed to give the Court an answer when he  
was asked why it was that he gave a \$5 bill as  
payment for two pairs of socks, valued at  
twenty-five cents a pair, when he had \$2.40 in  
small coins in his pocket. He was sentenced  
to two months' hard labour and four hours'  
stocks.

## THE WHATHER.

The following report is from Mr. F. G. Figg,

First Assistant of the Hongkong Observatory:—

On the 9th at 11.55 a.m.—The barometer has  
fallen rapidly over N.E. Japan owing to a  
depression which is moving N.E. over Hk-  
kaido.

Pressure has also given way considerably in  
S. China, where a depression appears to be  
forming. The highest pressure is over N.  
China and Korea.

Fresh to moderate monsoon may be expected  
in the Formosa Channel and the China Sea.  
Hongkong rainfall for the 24 hours ending  
at 10 a.m. to-day, 0.00 inches.

## FORECAST.

1.—Hongkong and neighbourhood, E.  
winds, fresh to moderate; cloudy, some drizzling  
rain.

2.—Formosa Channel, N.E. winds fresh to  
moderate.

3.—South coast of China between Hongkong  
and Lamocks. Same as No. 1.

4.—South coast of China between Hongkong  
and Hainan, same as No. 2.

## SHIPPING AND MAILS.

MAILS DUE.

German (*Gulstern*) 11th inst.  
Indian (*Kamung*) 15th inst.  
German (*Prinzess Alice*) 15th inst.  
Canadian (*Empress of Japan*) 15th inst.

The Boston Tow Boat Co.'s s.s. *Phalaris*  
arrived at Victoria, B.C., on 6th inst.

The Mogul Line s.s. *Lailan* from Europe  
left Singapore yesterday, and may be expected  
here on 15th inst.

The Great Northern s.s. *Minnesota*, from  
Seattle, sailed from Shanghai at 4 a.m., to-day,  
and is due here on 11th inst., at noon.



## TELEGRAMS.

[Reader's.]

## Banquet to Mr. Bryce.

LONDON, 7th February.  
The Pilgrims Club have given a banquet to Mr. Bryce, prior to his departure for the United States. Roberts (Lord) presided and the American and Japanese Ambassadors were present.

Mr. Whitelaw Reid, the American Ambassador, proposed Mr. Bryce's health. The latter in reply dwelt on the common Anglo-Saxon destiny to lead the van as peacemakers.

## Parliament.

Mr. Balfour and Lord Lansdowne have issued summonses to their followers, in which they state that the session promises to be of unusual interest and importance.

Later.

## Obituary.

The death of Viscount Goschen is announced.

## Church and State in France.

There is every indication that the French Bishops will agree to the proposals of M. Briand and that a peaceful settlement is assured.

## The German Reichstag.

Prince-Bismarck now commands a trustworthy majority of 43 in the Reichstag.

## A POINT FOR SHIPMASTERS.

EXCESS OF PASSENGERS A MISDEMEANOUR.

Mr. C. A. D. Melbourne gave his reserved decision at the Police Court this morning on the point of law, which was raised yesterday by Mr. P. W. Goldring when the captain of the steamship *Telemachus* was summoned by Detective Sergeant Wilden, of the Water Police Station, for failing to stop his vessel on the 10th January last when called upon to do so by the police. The decision was in favour of the police. The point to be decided was whether the police could stop a ship without suspecting that a "felony or a misdemeanour" was being committed on board. At the last hearing Mr. Goldring, who appeared for the captain of the *Telemachus*, contended that to stop a ship the police must suspect that a "felony or misdemeanour" was being or about to be committed on board. He submitted that the intention of the police in signalling to the *Telemachus* to stop was because they thought she was carrying an excess of passengers. Carrying excess of passengers was not a "felony or misdemeanour" and therefore the police had no case.

When the matter was called on this morning his Worship said that the question he had to decide was whether it was a felony or a misdemeanour. He held that carrying an excess of passengers was a misdemeanour. Authorities were then quoted by the Court. "The Digest of Criminal Law" (Stephen) page VII, read: "Disobedience to any statutory order is, generally speaking, a misdemeanour, but a bunk which comprised all statutory orders would be nearly co-extensive with the statute book itself." Page 8 of the same authority reads thus: "Every crime is either treason, felony or misdemeanour. Every crime which amounts to treason, or felony is so denominated in the definitions of crimes. All crimes not so denominated are misdemeanours."

Mr. Goldring said that such might be the case, but it was not according to the section under which the summons was taken out. His Worship stated that misdemeanour was a punishable offence by law. That was how he read it.

Mr. Goldring—Your Worship is against me. That settled the point, and the summons against the captain of the *Telemachus* will be taken on the return of the ship to this port.

## WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st February.

|                   | 1906.                    | 1907.                    |
|-------------------|--------------------------|--------------------------|
| Tytam...          | 33' 4" below<br>overflow | 12' 4" below<br>overflow |
| Byewash...        | 28' 4" below<br>overflow | 25' 6" below<br>overflow |
| Pokfulum...       | 31' 0" below<br>overflow | 20' 6" below<br>overflow |
| Wong-nei-chong... | 45' 3" below<br>overflow | 36' 1" below<br>overflow |

|                      | 1906.       | 1907.       |
|----------------------|-------------|-------------|
| Tytam .....          | 161,120,000 | 287,845,000 |
| Byewash .....        | nil         | 497,000     |
| Pokfulum .....       | 7,100,000   | 23,425,000  |
| Wong-nei-chong ..... | nil         | 1,793,000   |

Total .....

Consumption of water in the City of Victoria and Hill District during the month of January.

|                                    | 1906.       | 1907.               |
|------------------------------------|-------------|---------------------|
| Consumption .....                  | 107,210,000 | 108,569,000 gallons |
| Estimated population .....         | 231,700     | 236,100             |
| Consumption per head per day ..... | 14.9        | 14.8 gallons        |

Intermittent supply in Eastern and Rider Main Districts during the whole month of January, 1906, and in the Rider Main Districts during the whole month of January, 1907.

Consumption of water in Kowloon Peninsula during the month of January.

|                                    | 1906.      | 1907.              |
|------------------------------------|------------|--------------------|
| Consumption .....                  | 14,589,000 | 20,740,000 gallons |
| Estimated population .....         | 77,300     | 82,450             |
| Consumption per head per day ..... | 6.1        | 8.1 gallons        |

Supply for New Gravitation Works commenced 24th December, 1906.

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,

Water Authority.

## OUR ROYAL VISITORS.

## OFF TO CANTON.

WEARY WAITING AT BLAKE PIER.

A chill wind blew from the ice-clad fields of the north last night as crowds made their way to the Praya to bid what must be considered practically farewell to the Duke and Duchess of Connaught and Princess Patricia. The sky was overcast and rain threatened every moment. Still people lived in hope of witnessing a regular water carnival, in which the native craft would outdo themselves. And while the coolies stood up and shivered along the water front in the vicinity of Blake Pier, the more aristocratic wandered to seats in the grandstands, and remained there with their teeth rattling a fandango. Others walked along the Praya on the outlook for the unheeded incidents which invariably occur on such occasions, and they did not get away unwarded.

As the Harbour-master had issued a circular for the benefit of the junk-masters and sampan coolies stating that Hongkong expected every one to do his duty, and illuminate his craft from 9.45 till 11 p.m., it was expected that the Royal party would embark about 10 o'clock. Time passed but there was no sign of the travellers. The *Honam* lay along the end of Blake Pier, the lower promenade of the vessel being hung with Chinese lanterns. Now and again a spark of rain spluttered down. A spasmodic cracker went off with a feeble half-hearted crack. Last Blake Pier there was nothing but gloom and darkness. The wharves were deserted and wind-swept. All the Canton night boats had already left on their usual run. One little launch with about five lanterns and ten 'cepis' worth of crackers which were popped singly, to signify the economical instincts of the master, vainly tried to attract attention. Looking towards the hills there was nothing to be seen, but dense overhanging clouds; a murky, miserable night, promising great things for the weak and rheumatic. With the solitary exception of the premises occupied by Wing Kee & Co., the naval contractors, there was no attempt at illumination. There a big screen bore the device: "T. R. H. A. Revoir," and in front of the building a bunch of coolies waited, Oriental Micawbers all, for something to turn up. Huddled in rags and alleged blankets, groups of Indian watchmen and stevedore coolies restlessly wooed sleep.

About ten o'clock two or four guns were fired, as if by accident, *four-pour lemps* as it were. The crowd cheered up a little; those in the boxes gathered their wraps a trifle closer and confidentially told each other: "Now they're coming." It was a false alarm. Once again they hid behind the back of the broadest individual in front of them and wondered what made the wind so bleak. The coolies stood behind, in the pit, and kept on shivering. The Indian policemen, who guarded the road at twenty feet intervals, stamped their feet and thought of home and beauty. A misguided sampan man ignited five crackers at once mistake and promptly smote his youngest but one. Somebody declared that the procession was in sight at last! Nothing doing.

Things began to get monotonous and would have got more so, had not Wing Kee & Co., with great presence of mind, inaugurated a pyrotechnic display for the benefit of all and sundry—mostly sundry. There were several large rockets and, as nobody knew exactly where they would fall the excitement became intense. One would whizz five yards in the Kowloon direction, then turn a somersault and land in the thickest of the awe-struck coolies. It was highly diverting and worth the entrance money. Another would spring sky-high and return with a thud on the ground before the explosion took place. Two coolies were keeping themselves warm by abusing each other. An immense rod and rocket fell between them and gave them the time of their lives. Dodging the rocket proved a lively game, but it was distressing to hear embryo incendiaries expressing the hope that one would alight on the Post Office masts and set the atmosphere.

About this time a variety of people discovered that they had very important business, which they had nearly forgotten, at a place not five minutes away from Blake Pier. The scramble was infectious; it was simply lamentable to learn that so many absent-minded beggars existed in Hongkong. Certainly they returned within the allotted time, but that was no reason why they should have looked so happy and almost jovial. The others who had remained at their post were simply disgusted at the unseemly exhibition of the backsliders.

Somewhere in the region of a quarter to eleven o'clock—some people had been there since 9.30—a searchlight sprang into life. It was followed by a dozen more from the men-of-war in the harbour, and this was hailed as a good omen. The threads of light wove quaint patterns in the clouds, and anon illuminated the pallid faces of the crowd on the Praya. The operators were humorists, for they whirled the machine hither and thither with apparent abandon, but always managed to dazzle the eyes of the spectators at the most unexpected moment.

Some red-coated coolies with luggage, the Royal party, appeared on the Pier and were wildly cheered, which they accepted as a modest tribute to their worth. Long pause! Crackers continued to crack sporadically and occasionally a rocket would discharge a shower of stars in the air. The lights on the mosquito flotilla ranged symmetrically along the harbour, about a hundred feet from the wharf, twinkled like will-o'-the-wisp.

At last, there was a real cheer and it was discovered that the Royal excursionists were approaching. It was just eleven o'clock. The Duke and Duchess and Princess Patricia walked from their chairs to the *Honam*, and the others following—Sir Paul Chater and Mr. T. F. Hough accompanied the visitors to the gangway and waited till the *Honam* moved off, which was the work of a few seconds. Then where there had been stillness and peace, the

harbour suddenly became alive with light and clamour. Flares arose from every vessel, rockets circled in the air and exploded ferociously, the search lights played a delirious phantasy on the clouds, and Chinese crackers, bombs and shells snorted and spluttered by the hundred. Wing Kee & Co. outshone themselves with great strings of fireworks, which hung down the whole length of their building and exploded with terrific bangs. A jaunty little launch, evidently in official hands, hooted and shouted in the most grand-motherly tones, as if to say: "Now then, get out of the gentleman's way, and don't break your necks adieu!" Some sampan men fired off a portion of the crackers with which they had been supplied and philosophically decided to keep the rest for Chinese New Year's Day. In a few minutes it was all over, the Chinese lanterns on the *Honam* were extinguished and the Royal party had gone.

A policeman saw some smoke issuing from a building in course of construction near the Praya and frantically blew his whistle. A coolie, who also had a whistle, aided him with another blast and was immediately arrested on a charge of stealing a police whistle. He proved his innocence and was allowed to go. Two policemen raced to the Fire Station and a detective climbed a rickety stair to have a look at the fire. If there ever was a fire it had gone out, so everybody except the contractor went away disappointed. No sign of the Brigade to be seen and, like Pepps, "so to bed."

## THE SEND-OFF.

It is proposed to send out decorated steam-launches, as an escort, while the *s.s. Delta*, with the Royal party on board, proceeds down the harbour, to-morrow. If a sufficient number turn up, they will be formed into two lines, from about midships of the *Delta*, and will steam with her in line. Upon reaching Green Island the launches will stop, execute a turn, and at a given signal will give prolonged blasts on their whistles, those on board cheering the while, until the *Delta* is well away, when the launches will return to their ordinary moorings in the harbour. Thus will end the long expected visit of the Duke and Duchess of Connaught and the Princess Patricia, who carry away with them the best wishes of all for a safe voyage home.

## THE VISIT TO SINGAPORE.

A MULTIPLICITY OF ADDRESSES.

In Singapore, the welcome to the Royal visitors was equally as enthusiastic as it was in Hongkong. Perhaps the Southern Settlement lent itself more readily to decorative effects than Hongkong, for the account of the embellishments, which included a triumphal arch, are extremely interesting. As related by the *Singapore Free Press*: "On landing, the Ducal party proceeded to the Memorial Hall where His Royal Highness received addresses from the Municipality, the Chamber of Commerce, the Mohammedans, the Chinese and the Indians. He Duke, in practically every case, took the opportunity of referring to the commercial prosperity of the Settlement. We call from our contemporary a few extracts taken from the replies given by His Royal Highness to the addresses.

## MUNICIPAL ENTERPRISE.

In the course of his reply to the welcome from the Municipal Commission the Duke said: "It is a great pleasure to us to again visit your shores, and to notice the great and steady improvements in your harbour accommodation and docks, and I am informed, and congratulate you thereon, on the still greater improvements which you are contemplating. It is always a satisfaction to note that municipal authorities march with the times and while studying economy fearlessly undertake what is necessary for the well-being of the community in whose interests they act."

## PROSPERITY OF THE SETTLEMENT.

Acknowledging the address from the Chamber of Commerce, His Royal Highness remarked: "For my own part I may assure you it is a great pleasure to renew my acquaintance with the Straits Settlements and to congratulate you on your commercial prosperity. It is very gratifying to hear of the progress of the tin industry, and that this metal commands a good price, and a steady market. His Majesty the King Emperor, who takes the greatest interest in his Far Eastern dominions, will be greatly pleased when I inform him of the continued prosperity of this Settlement, and I may express his wish and my own, that this satisfactory state of affairs may long continue."

## THE CHINESE COMMENDED.

The Duke was especially complimentary in replying to the address from the Chinese Chamber of Commerce, remarking: "It is a great satisfaction to me to receive at your hands the loyal address you have just handed to me as the representatives of the Chinese. His Majesty the King Emperor of the British nation will be pleased to hear from the large and important community you represent, that you so fully appreciate the impartiality of the Government and the justice of English laws. It is a peculiar pleasure to me to see for myself how contented you are and how rich you become under the British flag. I hear everywhere, and indeed I have always known, what an industrious, law-abiding community you are, and I am glad to know also your efforts meet with such success and how you have your full share of the continued prosperity of the commercial enterprises of this Settlement. It will be a great satisfaction to the King Emperor to hear of this prosperity and content, and the loyal expression contained in the address I now have much pleasure in accepting."

## RECEPTION AND DEPARTURE.

The other addresses received similar approval. The Duchess of Connaught thereafter set in motion the clock and chiming, which had been presented to the Victoria Memorial Hall by the Straits Trading Company, at a cost of \$10,000. The school children presented bouquets to the Duchess and Princess Patricia and there was a reception of Malay Sultans. A luncheon followed and in the afternoon the Royal party returned to the *Delta*, which left for Hongkong on the 2nd inst.

## HUMPHREYS ESTATE.

## ANNUAL MEETING OF SHAREHOLDERS.

The annual general meeting of the shareholders of Humphreys Estate and Finance Company, Ltd., was held in the office of the general managers, Messrs. J. D. Humphreys and Son, Alexandra Buildings, at noon to-day. Mr. J. D. Humphreys presided, and there were present Messrs. A. G. Wood, J. Scott, Harrison and J. A. Jupp, directors; F. H. Sharp, J. F. Wright, J. M. Manhinnett, F. W. Stapleton, J. Arnold and E. Seth, secretary.

The secretary read the notice calling the meeting. The Chairman said:—Gentlemen, I propose, with your permission, to take the report and statement of accounts as read. There is not much in the assets and liabilities that calls for explanation. Accounts receivable and sundry creditors both show a big decrease, viz.:—\$134,151.60 in the case of the former and \$104,979.08 in the case of the latter. This simply means that the company has not been lending to its full capacity or utilizing its credit to the utmost, the condition of affairs prevailing throughout the year necessitating extreme caution. Insurance reserve fund has been increased by the addition of \$4,314.17 which represents the value of expired fire risks underwritten by ourselves. Turning to the profit and loss account, rents show an increase of \$16,702.83. Unfortunately, the company had a number of its Kowloon houses vacant during a considerable portion of the year, otherwise the increase would have been larger. Interest shows a falling off of \$18,951.61 which is accounted for by mortgages being paid off and the rates of interest for the year ruling lower than during 1905. The amount figuring on the debit side of the account under the heading of repairs is, we regret to say, abnormally high, for which the disastrous typhoon which swept over the Colony on September 18th last is responsible. The force of the wind was felt more at Kowloon, where nearly all your property is situated; than in any other part of the Colony. The condition of property generally has not been satisfactory for the past two years. In some places, and this applies more particularly to Chinese property, there has been an actual depreciation of from 30 to 35 per cent, partly due, no doubt, to bad times, but in a great measure to the manner in which the very drastic Health Ordinance of 1903 has been enforced. When that measure was being considered by the Legislative Council the principal landlords in the Colony foresaw that the very wide powers which were being conferred might be abused by subordinate officers. In addition they drew the attention of the Government to the injustice of certain of its provisions as well as to the obscurity, ambiguity and the impossibility of working of many of its clauses. Though considerably modified and again amended within a few months of its conception, the bill as it now stands has been in force for about three and a half years. Although landlords had from the first grave misgivings as to the baneful effect the bill would have on property, their worst fears have fallen short of the actual result. For instance, it was thought that the overcrowding clauses, while lessening the value of central properties by decreasing the number of cubicles, and consequently the available accommodation, would exercise a beneficial influence upon suburban property at East Point, West Point and Kowloon. Extensive building operations were commenced before the bill became law in these neighbourhoods, with a view to accommodating the population which would have to be ejected from the central districts, but so far as can be judged from the number of empty Chinese tenements available and the latest census returns, this population, instead of being driven into these suburbs, as was anticipated, has to a great extent been driven out of the Colony altogether. Whether it will ever return, time alone will show, meanwhile the Government might be well advised to pause in its rigid enforcement of an Ordinance, which itself begotten of panic, has, in a great measure, been the means of creating something like further panic, until such time as the Commission now sitting send in its report. Before moving the adoption of the report and statement of accounts, I shall be pleased to answer any questions shareholders may have to ask.

No questions were asked, and the Chairman moved the adoption of the report and accounts. Mr. Sharp—In seconding that motion I would simply say there can be no doubt whatever that the directors have done their very best during the past year to meet the difficulties which you have so clearly set forth in your report. It is evident that the causes have not been due to any fault of the directors. There is no doubt whatever that the very best has been done under the circumstances, and I have much pleasure in seconding the adoption of the report. But I might, I think, take this opportunity of calling the attention of the Board—although their personal interest might be the other way, they will be sure to receive it with kind consideration—and that is the fact that in a year of depression, as this has been, the amount that goes out for the management and for the directors' fees, though no doubt well deserved in many respects, is a very serious drawback and a very serious amount. I only throw this out for the thoughtful consideration of the Board whether in future years the expenses, which are now doubled, and by the Articles of Association approved of, but really take a very large bite out of the annual profits, might be reduced. I refer to the directors' expenses and the expenses of the general management. Whether I am in order in throwing out that suggestion is a matter for the Board's consideration, but I think the shareholders have confidence in the Board in the future as in the past and present, but if the expenses of management paid in any way be reduced, especially in times of depression, it would meet the approval of the shareholders.

The Chairman—I might mention, in reply to your remarks, as to the cost of management being excessive, that the remuneration to the directors is, as you said, provided by the Articles, and is very much less than obtains in the other great companies such as the Land Investment Company. Speaking for myself, as one of the general managers, I would not be pining to take less remuneration than I am getting. You see, the \$5,000 allowed the general manager for office, secretary's salary and clerks and so on, is not excessive in any way. Possibly, the general managers may make a little profit out of that, but it was intended at

the time the allowance was made that they should do so. For instance, \$7,000 which is all the general managers have got in 1906, would be a very poor remuneration indeed for the time and trouble they have given to the company. As regards the directors, if you wish it I will bring the matter under their consideration at the next Board meeting. Unless you wish it otherwise.

Mr. Sharp—I don't for a moment suggest it is excessive or make any proposal, but only throw it out that it is a very serious bite out of the profit in a time of depression.

The Chairman—No doubt the directors will consider it.

The report and accounts were then unanimously adopted.

The Chairman moved the re-election of the retiring directors, Messrs. A. G. Wood, J. S. Van Buren, J. Scott, Harrison, H. A. W. Shade and Ho Tung.

Mr. Stapleton seconded and the motion was carried.

The Chairman—With regard to the appointment of auditors, Mr. Gaskell is shortly leaving the Colony and has resigned the auditorship, so that it will only be necessary for you to re-elect Mr. W. Hutton Potts. Before next meeting takes place the Board of directors will appoint another director to the company.

Mr. Jupp moved the re-appointment of Mr. Hutton Potts.

Mr. Sharp seconded.

The Chairman—That is all the business, gentlemen. Dividend warrants will be ready on Monday morning.

## To-day's Advertisements.

## A GRAND BENEFIT CONCERT

will be held in the

ST. ANDREW'S HALL,

on

THURSDAY,

the 14th March, 1907, at 8.30 P.M.

UNDER the Auspices of Lodge Naval and Military 848 Scottish Constitution, and the Patronage of the District Grand Master of Scottish Freemasonry in Hongkong and South China.

Right Wor. Dr. G. P. JORDAN and Officers of the District Grand Lodge.

Major W. A. F. WILLIAMSON and Officers of the Army Service Corps.

on behalf of the WIDOW AND FOUR CHILDREN OF STAFF SERGT. BLOGG,

who died under distressing circumstances at Colombo on his way home to England.

Reserve Seats ..... \$2

Other Seats ..... \$1

Tickets may be obtained from:—

Mr. JILLINGS, Messrs. Powell & Co.

Staff Sergt. STOCK, Army Service Corps.

Mr. J. McLEOD, Victoria Gaol.

Mr. CHURCH, Army Ordnance Dept.

C.O.M.S. E. STONEHOUSE, R.G.A.

Q.M.S. KING, 2nd Middlesex Regt.

Staff Sergt. Maj. J. NEWMAN, M.P.S.C.

J. J. BLAKE, Secretary.

Hongkong, 9th February, 1907. [220]

## HONGKONG HORTICULTURAL SOCIETY.

FLOWER SHOW 1907.

INTENDING Exhibitors are notified that information of the Classes and Groups in which they intend to exhibit should be sent to the Hon. Sec., Mr. L. GIBBS, 6, Beaconsfield Arcade, not later than TUESDAY, the 12th instant.

Gardens entered for "BEST KEPT GARDENS" Classes 5, 6 and 7 in Group J, will be judged between the 18th and 26th instant.

PROPOSED CHRYSANTHEMUM SHOW.

It is proposed to hold a CHRYSANTHEMUM SHOW next Winter. This intimation is given to enable those who wish to exhibit to make the necessary arrangements.

L. GIBBS, Hon. Sec.

Hongkong, 9th February, 1907. [219]

## FOR SALE.

GOOD PIANO AND PIANO PLAYER with Records.

Apply by letter to—

No. 26, HONGKONG HOTEL.

Hongkong, 9th February, 1907. [218]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optimal Cargo will be forwarded unless notice to the contrary be given before SATURDAY, the 9th February, at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th February, at 9.30 A.M.

All Claims must reach us before the 22nd February, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 9th February, 1907. [217]

## STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" 1,238 Tons. H. W. WALKER

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has excellent Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..... \$4.

Meals ..... \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON & S. CO., LD., No. 8, Queen's Road West.

Hongkong, 14th January, 1907. [216]

## Intimations.

THE ROBINSON PIANO CO., LD.

TALKING MACHINES

AND

RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [215]

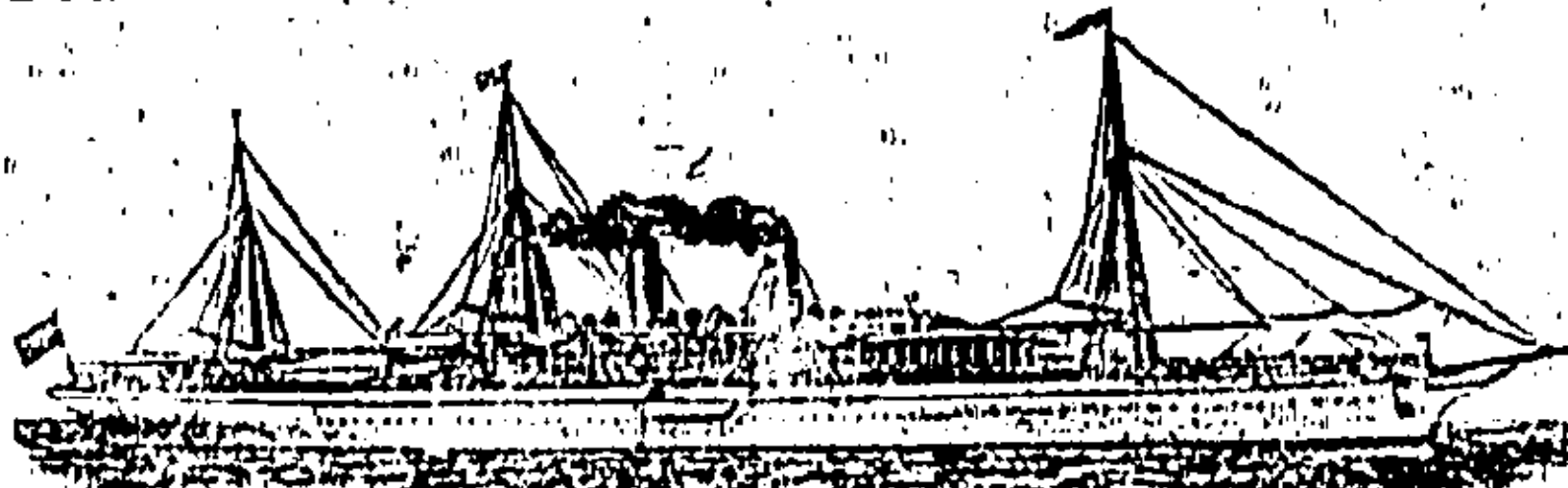
## LIQUEURS.

|                                                            | Per Bottle, 1/2 Bottle. | Per Bottle, 1/2 Bottle. |
|------------------------------------------------------------|-------------------------|-------------------------|
| Absinthe .....                                             | 1.75                    | —                       |
| Anisette .....                                             | 2.50                    | \$1.50                  |
| Appicot Brandy...                                          | 3.75                    | —                       |
| Benedictine D.O.M. ....                                    | 3.00                    | 1.75                    |
| Blackberry Brandy, French ...                              | 2.50                    | 1.00                    |
| Do. Do. American..                                         | 1.20                    | 0.80                    |
| Chartreuse, Yellow ....                                    | 4.25                    | 2.25                    |
| Do. Green .....                                            | 5.25                    | 3.25                    |
| Coffee and Cream (Austrian)...                             | 2.50                    | 1.50                    |
| Cherry Brandy (Heeting's)...                               | 2.00                    | 1.50                    |
| Do. Whisky (Fremy Fil's) ..                                | 2.75                    | 1.50                    |
| Cocktails, Manhattan, Martini,<br>Gin, &c., ....           | —                       | 1.00                    |
| Crème D'abricot .....                                      | 2.50                    | —                       |
| Do. de Cacao .....                                         | 2.50                    | —                       |
| Do. de Framboises .....                                    | 2.50                    | —                       |
| Do. de Menthe .....                                        | 2.50                    | 1.40                    |
| Do. de Moka .....                                          | 2.50                    | —                       |
| Do. de Noyau .....                                         | 2.50                    | —                       |
| Do. de Prunelle .....                                      | 2.50                    | —                       |
| Do. de Vanille .....                                       | 2.50                    | —                       |
| Do. de Violettes .....                                     | 2.50                    | —                       |
| Curacao, Red and White .....                               | 2.50                    | —                       |
| Kummel (Gink) .....                                        | 1.50                    | —                       |
| Lime Juice .....                                           | 1.20                    | —                       |
| Maraschino .....                                           | 2.50                    | 1.50                    |
| Mandarinette (Very Choice) ..                              | —                       | 2.50                    |
| Orange Gin .....                                           | 1.20                    | —                       |
| Peach Brandy .....                                         | 4.00                    | —                       |
| Peppermint (Get Freret) .....                              | 2.25                    | 1.40                    |
| Do. Extra Super fine (E.<br>Cusenier) .....                | 3.25                    | 2.00                    |
| Sloe Gin (Podlar Brand)...                                 | 2.00                    | —                       |
| Syrups de Lemons, Citruses, de<br>Gomme, Grenade, &c. .... | 1.25                    | —                       |
| Byrrh, Apocising Tonic Wine ..                             | 1.10                    | —                       |
| Orange Quinine Wine (Caba-<br>bies's) .....                | 1.50                    | —                       |
| Cherries in Maraschino, "Victor"<br>Brand .....            | 1.75                    | 1.00                    |



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

| PROPOSED SAILINGS. | (Subject to Alteration). |
|--------------------|--------------------------|
| R.M.S.             | Tons                     |
| "EMPRESS OF INDIA" | 6,000                    |
| "ATHENIAN"         | 3,882                    |
| "MONTEAGLE"        | 3,163                    |
| "EMPRESS OF JAPAN" | 6,000                    |
| "TARTAR"           | 4,425                    |
| "EMPRESS OF CHINA" | 6,000                    |

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPRESS" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Steamers, and 1st Class on Railways £40. £42. R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to Hongkong, 21st January, 1907. D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

| For                          | Steamship | On                            |
|------------------------------|-----------|-------------------------------|
| SHANGHAI                     | CHOYSANG  | TUESDAY, 12th Feb., daylight. |
| MANILA                       | YUENSANG  | FRIDAY, 15th Feb., 4 P.M.     |
| SINGAPORE, PENANG & CALCUTTA | KUMSANG   | MONDAY, 18th Feb., 3 P.M.     |

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Chefoo, Tientsin, (via Ching Wan Tao) and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

CHINA NAVIGATION CO., LIMITED.

| FOR                                                                                                          | STEAMERS | TO SAIL               |
|--------------------------------------------------------------------------------------------------------------|----------|-----------------------|
| SHANGHAI                                                                                                     | YOHOW    | 11th February, 4 p.m. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | TAIYUAN  | 11th "                |
| YOKOHAMA and KOBE                                                                                            | TSINAN   | 12th "                |
| MANILA                                                                                                       | TAMING   | 12th "                |

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain.  | For             | Sailing Dates.                |
|------------|-------|-----------|-----------------|-------------------------------|
| ZAFIRO     | 2540  | R. Rodger | MANILA (DIRECT) | SATURDAY, 16th Feb., at Noon. |
| KURI       | 2540  | R. Almond | "               | SATURDAY, 23rd Feb., at Noon. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship "LOWTHER CASTLE" The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEINANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

| Outward.                         | Homeward.                                                                             |
|----------------------------------|---------------------------------------------------------------------------------------|
| FOR SHANGHAI, KOBE AND YOKOHAMA. | FOR THE STRAITS, COLOMBO, ADEL, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG. |
| SCANDIA ..... 10th February.     | SILESIA ..... 10th February.                                                          |
| HABSBURG ..... 3rd March.        | SAMBIA ..... 15th February.                                                           |
| RHEINANIA ..... 1st April.       | SAXONIA ..... 24th February.                                                          |
| HOHENSTAUFEN ..... 30th April.   | SCANDIA ..... 16th March.                                                             |
| SILESIA ..... 31st May.          | SLAVONIA ..... 20th March.                                                            |
| SCANDIA ..... 30th June.         | HABSBURG ..... 5th April.                                                             |
| Hongkong, 9th February, 1907.    | BELGRAVIA ..... 19th April.                                                           |

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI," Captain Belsito, will be despatched as above, on MONDAY, the 11th instant, at Noon. At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 8th February, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship "CATHERINE APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports, on MONDAY, the 11th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 5th February, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN," Captain McArthur, will be despatched as above, on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 29th January, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG. FOR NEW YORK. S.S. "MUNCASTER CASTLE," 12th March. S.S. "LOWTHER CASTLE," 21st March. This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents. Hongkong, 29th January 1907.

To Let.

TO LET. 2 FOUR-ROOMED HOUSES at PRAYA EAST, near East Point. Apply to—JARDINE, MATHESON & Co. Hongkong, 2nd January, 1907.

TO LET. No. 1, WEST END TERRACE, Shameen, Canton.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 10th December, 1906.

TO LET. A HOUSE in KNITSFORD TERRACE, KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1906.

To Let.

TO LET. EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vaux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.) Apply to—HO TUNG, Compradore Department, Jardine, Matheson & Co. Hongkong, 26th September, 1905.

TO LET. THE Premises known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th January, 1907.

TO LET. IN AUSTIN AVENUE, KOWLOON, Nos. 2, 7, and 12. From 1st March, 1907. Apply to—COMPRADORE DEPARTMENT, E. D. SASSOON & Co. Hongkong, 31st January, 1907.

TO LET. IMMEDIATELY the spacious premises on the Ground Floor of No. 1, PEDDER STREET, at present occupied by Messrs. HARRIS KEENEY Co., LTD. Apply to—GILMAN & Co. Hongkong, 22nd January, 1907.

TO LET. "RANFURLY," CONDUIT ROAD. OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS on PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. A HOUSE in RIFON TERRACE. A HOUSE in WONG-NEI-CHONG ROAD. FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 14th December, 1906.

TO LET. NO. 6, PEDDARS HILL, comprising of 5 Rooms with Out-houses, occupation from 1st proximo.

GROUND FLOOR of No. 4, DES VOUX ROAD including a Strong Room and Servant Quarter. ROOMS on Second Floor of Victoria Building, No. 5, QUEEN'S ROAD CENTRAL.

Apply to—DAVID SASSOON & Co., LD. Hongkong, 4th February, 1907.

TO LET. NOS. 4 and 16, LEIGHTON HILL ROAD.

Apply to—HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 8, QUEEN'S ROAD WEST. Hongkong, 22nd January, 1907.

TO LET. NIKKO CO. WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices. Orders Promptly Executed. No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906.

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

Portraits, Groups and ENLARGING and COPYING in all Sizes. LARGE SELECTION OF VIEWS ALWAYS ON HAND. PRICE VERY MODERATE. Hongkong, 15th September, 1905.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBER DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

NEEDLES OF ALL KINDS.

One needle is a pretty small item, but the daily consumption of something like 3,000,000 needles all over the world makes a pretty big total. Every year the women of the United States break, lose and use about 300,000,000 of these little instruments.

Our needles are the finished products of American ingenuity, skill and workmanship, and yet how many people, threading a needle or taking a stitch, have ever given a thought to the various processes through which the wire must pass ere it comes out a needle? The manufacture of a single needle includes some twenty-one or twenty-two different processes, as follows: Cutting the wire into lengths; straightening, by rubbing while heated; pointing the ends on grindstones; stamping impression for the eyes; grooving; eyeing, the eye being pierced by screw presses; splitting, threading the double needle by the eyes on short lengths of fine wire; filing, removing the "check" left on each side of the eye by stamping; breaking, separating the two needles on the one length of wire; heading, heads filed and smoothed to remove the burr left by stamping and breaking; hardening in oil, the needle is thus made brittle; tempering; picking, separating those crooked ones; hardening; straightening the crooked ones; scouring and polishing; bluing, softening the eyes by heat; drilling or cleaning out the sides of the eye; head-grinding; point-setting, or the final sharpening, final polishing; then papering, and finally, labelling. For wrapping, paper is used, because it prevents rusting.

There are many sorts and kinds of needles: First, there is the surgeon's gruesome outfit—the probing needle, made for attacking bullets, or hidden cavities of pus; the hairpin needle, the long pins for pinning open wounds, the post-mortem needle of curious pattern. Some of these little instruments are thin, some are thick; others are long and straight; others, again, curve once, twice or three times. The veterinary surgeon has his special outfit also. The cook's needles are wonderfully, fearfully made. His larding needle is used to sew pieces of meat together; the trussing needle is made on purpose to insert melted butter or sauce right into the vitals of a Christmas turkey; it is hollow and has a large opening into which the sauce is poured. Nor less interesting are the needles which the upholsterer uses; some are half curved and some have round points. He has needles with curious eyes—long, round, egg and counter-sunk eyes; the same kinds of needles are used by collar-makers. Then there are the delicate needles used by wigmakers, glove-makers and weavers; these are often as fine as a hair. The glove needles are splendid specimens of skillful workmanship; the finest of them have three-cornered points. The great sail needle, which has to be pushed with a steel palm would puzzle most people; so, too, the broom-maker's needle, which must also be pushed with a steel palm. The curious knitting-machine needle, with its latchet; the ornate and crowd needles and the needles for shirring machines; the weaver's pin for picking up broken threads, with an open eye in the hook. The long instrument used by milliners, the needle of the rag baler, the knife-point ham needle in the stockyards, the astrakhan needle—these and other varieties do not call for special notice.

The needle, as we see it to-day, is the evolved product of centuries of invention. In its primitive form it was made of bone, ivory or wood. The making of Spanish needle was introduced into England during the reign of Queen Elizabeth. Point by point this manufacture has improved, until the little instrument is one of the highly-finished products of nineteenth century machinery and skill.—H. R. Christy, in Scientific American.

KEEPING GREAT FORTUNES TOGETHER.

Otto Young, a Chicago brewer who has left \$10,000,000, has followed the growing practice of American men of means by tying up his estate for as long a period as American law permits a trust.

In this respect our law is exactly that of England. If we have noblished primogeniture, or the rule that the eldest son takes all the real estate in the absence of a will, our law still permits a man, exactly as in England, to tie up his estate for a "life and lives in being and twenty-one years thereafter." In other words, while a man cannot, as could be done in England some centuries ago, leave his property permanently to go down in a particular line, he can tie up his estate among those of his heirs who are living. They can receive an income for a period as long as the longest life among them, the property being held together for that period; or he can leave it all to one heir and his heir, if living.

In this particular instance Otto Young has made it certain that his estate will be kept together for nineteen years, and, perhaps longer, providing that his daughters shall be paid the income of the estate as long as they live without its division, but if all three of them die, before his youngest grandson, now 2, reaches the age of 21, the estate shall be divided when this grandson reaches his majority. (The Gould estate was tied up and kept together as long as our laws permit. This has been done with two estates in this city. It is the case with nearly a score of large estates, which have passed into probate in various parts of the country during the last ten years. As every one knows who has studied English law, the entail estate, the estate in trust, and the various arrangements by which the bulk of the property is kept in the hands of a single heir, is not one which depends on any difference between English and American law, for in these respects the law of the two countries is substantially the same; but in England it has become the habit and desire of wealthy people to "found a family" and keep their property in one mass, instead of dividing it among a number of heirs.

This latter has been the practice in this country. In France, in Spain and in Italy it is provided by law that no man can leave more than half of his property to any one of his children, and the result has been a constant division of great estates. This has prevented in all these countries the growth of any large and overmastering fortunes.

If the habit of keeping large American estates together for years or in one hand grows, there is certain to be a constantly increasing agitation in favour of an income tax, a graduated inheritance tax and laws requiring the division of great properties.—Philadelphia Press.







## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH  
AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PENANG, GULF, CONTINENTAL, AMERI-  
CAN, and SOUTH AFRICAN PORTS.)

## THE Steamship

"DELTA,"  
Capt. C. L. Daniel, carrying His Ma-  
jesty's Mails, will be despatched from this for  
BOMBAY, TO-MORROW, the 10th February,  
at 10 A.M., taking Passengers and Cargo for  
the above Ports in connection with the Com-  
pany's S.S. *Mongolia*, 9,500 tons, from Colombo,  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.  
Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London, other Cargo for London &c., will be  
conveyed from Bombay by the R.M.S. *Arabia*,  
due to London on 23rd March, 1907.  
Parcels will be received at this Office until  
4 P.M. the day before sailing. The Contents  
and Value of all Packages are required.  
For further Particulars, apply to  
E. A. HEWITT,  
Superintendent.  
Hongkong, 5th February, 1907.

"SHIRE" LINE OF STEAMERS.  
FOR LONDON AND ANTWERP.  
THE Steamship

"GLAMORGANSHIRE"  
will be despatched for the above Ports, on or  
about the 20th February.  
For Freight and further particulars, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th January, 1907.

TOYO KISEN KAISHA.  
SOUTH AMERICAN LINE.  
REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, CALLAO  
AND IQUIQUE VIA  
JAPAN PORTS.

Will be sent to VALPARAISO if sufficient  
inducement.  
Steamers Tons To sail  
"GLENFARG" 4,000 March 26, at Noon  
"KASATO MARU" 6,100 April 25, at Noon

Taking Freight and Passengers to other  
Eastern and Western Coast ports of South  
America in connection with Steamers of the  
Pacific S. N. Co.  
The above Steamers have splendid Accom-  
modation and are fitted throughout with  
Electric Light. A duly qualified Surgeon is  
carried on each boat.  
K. MATSUDA,  
Manager,  
Yokohama Building,  
Hongkong, 8th February, 1907.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

The S.S. "TOURANE,"  
Capt. G. Lancelin, will be despatched for  
MARSEILLES on TUESDAY, the 19th  
February, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports and for Australia with  
prompt transhipment at Colombo.  
Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—  
S.S. *AUSTRALIEN* 5th March.  
S.S. *TOKIN* 19th March.  
S.S. *ERNEST SIMONS* 2nd April.  
S.S. *POLYNESIE* 16th April.  
S.S. *YARRA* 30th April.  
S.S. *SALAZIE* 14th May.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 7th February, 1907.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
THE PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

| Steamer.             | Tons. | Captain.        | Sailing.  |
|----------------------|-------|-----------------|-----------|
| <i>Tremont</i> ..... | 9,600 | T. W. Garlick.  | 26th Feb. |
| <i>Lyra</i> .....    | 4,417 | H. C. Armstrong | —         |
| <i>Shawmut</i> ..... | 9,600 | E. V. Roberts   | —         |

\* Cargo only.  
CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*  
are fitted with very superior accommodation for  
first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.  
For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 5th February, 1907.

## Announcements.

CUTLER, PALMER & CO.  
WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.

|                             | One Case. | One Case. |
|-----------------------------|-----------|-----------|
|                             | Qts.      | Pts.      |
| COGNAC                      | \$21.50   | —         |
|                             | 19.00     | —         |
|                             | 16.00     | —         |
| WHISKY, PALL MALL           | 19.00     | —         |
| JOHN WALKER                 | 12.00     | —         |
| C. P. & CO.'S SPECIAL BLEND | 10.00     | —         |
| PORT WINE, INVALIDS         | 19.00     | —         |
| DOURO                       | 13.00     | —         |
| SHERRY, AMOROSO             | 19.00     | —         |
| LA TORRE                    | 15.25     | —         |
| BENEDICTINE, D.O.M.         | 38.50     | 40.50     |

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,  
HONGKONG AGENTS.

Hongkong, 16th November, 1906.

## ACHEE &amp; CO.

ESTABLISHED 1859

## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES

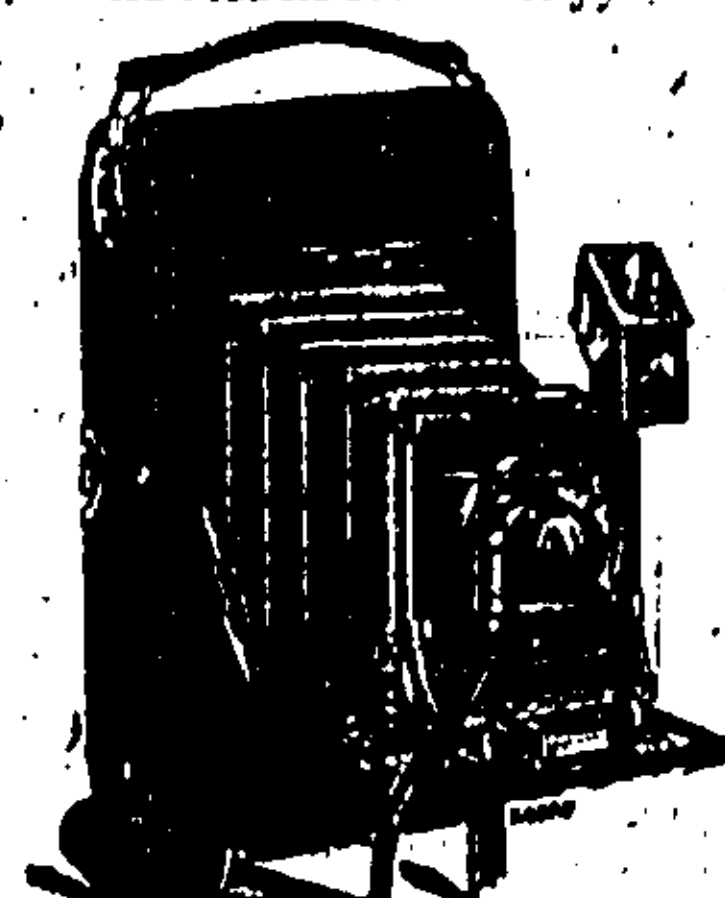
EASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1907.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.                                                        | NO. OF<br>SHARES. | VALUE.   | PAID UP. | POSITION AS<br>PER LAST REPORT.                             | AT WORKING<br>ACCOUNT. | LAST DIVIDEND.                                              | APPROXIMATE<br>RETURN AT<br>PRESENT<br>QUOTATION,<br>BASED ON LAST<br>YEAR'S DIV. | CLOSING<br>QUOTATIONS.         |
|----------------------------------------------------------------|-------------------|----------|----------|-------------------------------------------------------------|------------------------|-------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------|
| <b>BANKS.</b>                                                  |                   |          |          |                                                             |                        |                                                             |                                                                                   |                                |
| Hongkong & Shanghai Banking Corporation                        | 70,000            | \$125    | \$125    | \$1,000,000<br>\$10,250,000<br>\$250,000                    | \$1,712,472            | { £1.15/- @ Ex. 2/11 = \$16.47 for first half-<br>year 1906 | 5 %                                                                               | { \$245 sellers<br>London £108 |
| National Bank of China, Limited                                | 90,025            | £7       | £6       | { £12,735<br>\$150,000                                      | \$74,099               | \$2 (London 3/6) for 1903                                   | ...                                                                               | \$50                           |
| <b>MARINE INSURERS.</b>                                        |                   |          |          |                                                             |                        |                                                             |                                                                                   |                                |
| Canton Insurance Office, Limited                               | 10,000            | \$250    | \$50     | { \$1,675,000<br>\$200,000                                  | \$233,638              | \$20 for 1905                                               | 6 1/2 %                                                                           | \$205 sellers                  |
| North China Insurance Company, Limited                         | 10,000            | £15      | £5       | { £110,000<br>Tls. 100,000<br>Tls. 50,000                   | Tls. 185,529           | { Final of 7/6 making 15/- for year ended<br>30.6.1906      | 6 %                                                                               | Tls. 80 sellers                |
| Union Insurance Society of Canton, Limited                     | 10,000            | \$250    | \$100    | { \$7,000,000<br>\$800,000<br>\$1,153,844<br>\$169,270      | \$2,702,271            | Interim div. of 130 for 1905                                | 5 %                                                                               | \$1820                         |
| Yangtze Insurance Association, Limited                         | 8,000             | \$100    | \$60     | { \$1,000,000<br>\$800,000<br>\$1,153,844<br>\$169,270      | \$508,334              | \$12 and 53 special dividend for 1904                       | 9 1/2 %                                                                           | \$160 buyers                   |
| <b>FIRE INSURERS.</b>                                          |                   |          |          |                                                             |                        |                                                             |                                                                                   |                                |
| China Fire Insurance Company, Limited                          | 20,000            | \$100    | \$20     | { \$1,000,000<br>\$200,000<br>\$1,229,488<br>\$2,616        | \$344,098              | \$6 for 1904                                                | 6 %                                                                               | \$100 buyers                   |
| Hongkong Fire Insurance Company, Limited                       | 8,000             | \$250    | \$50     | { \$1,000,000<br>\$200,000<br>\$1,229,488<br>\$2,616        | \$422,518              | \$25 for 1904                                               | 6 1/2 %                                                                           | \$370 sellers                  |
| <b>SHIPPING.</b>                                               |                   |          |          |                                                             |                        |                                                             |                                                                                   |                                |
| China and Manila Steamship Company, Limited                    | 30,000            | \$25     | \$25     | { \$6,000<br>\$264,638<br>193,562                           | \$6,563                | \$11 for 1905                                               | 7 1/2 %                                                                           | \$21                           |
| Douglas Steamship Company, Limited                             | 70,000            | \$50     | \$50     | { \$250,000<br>\$100,000<br>\$144,386<br>\$1,000,000        | Nil.                   | \$21 for year ended 30.6.1906                               | 7 %                                                                               | \$36                           |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                   | 70,000            | \$15     | \$15     | { \$1,000,000<br>\$250,000<br>\$1,229,488<br>\$2,616        | \$5,464                | \$1 for 1st half-year 1906                                  | 6 1/2 %                                                                           | \$34 buyers                    |
| Indo-China Steam Navigation Company, Limited                   | 60,000            | £10      | £10      | { £100,000<br>Tls. 40,000<br>Tls. 23,156                    | £2,452                 | { 10/- @ ex. 2/11 = \$16.47<br>Interim div. of Tls. 21      | 5 1/2 %                                                                           | \$86                           |
| Shanghai Tug and Lighter Company, Limited                      | 100,000           | Tls. 50  | Tls. 50  | { Tls. 40,000<br>£400,000<br>£40,000                        | Tls. 23,156            | { Interim div. of Tls. 21<br>1/- (Coupon No. 7 for 1906)    | 9 %                                                                               | Tls. 65 sellers                |
| Shell Transport and Trading Company, Limited                   | 100,000           | £1       | £1       | { £4,444<br>\$55,000<br>\$32,957                            | £107,815               | { \$1.50<br>\$0.75                                          | 6 1/2 %                                                                           | Tls. 50 buyers                 |
| "Star" Ferry Company, Limited                                  | 10,000            | \$10     | \$5      | { Tls. 98,000<br>Tls. 305,479<br>Tls. 48,000<br>Tls. 81,200 | \$218                  | { \$1.50<br>\$0.75                                          | 5 %                                                                               | \$50 buyers                    |
| Taku Tug and Lighter Company, Limited                          | 10,000            | Tls. 50  | Tls. 50  | { Tls. 98,000<br>Tls. 305,479<br>Tls. 48,000<br>Tls. 81,200 | Tls. 13,913            | Interim div. of Tls. 2 account 1906                         | 8 1/2 %                                                                           | T. Tls. 49 buyers              |
| <b>REFINERIES.</b>                                             |                   |          |          |                                                             |                        |                                                             |                                                                                   |                                |
| China Sugar Refining Company, Limited                          | 20,000            | \$100    | \$100    | { \$850,000<br>\$86,120                                     | 140,914                | Final of \$15 making \$25 for 1905                          | 19 %                                                                              | \$129 sellers                  |
| Luzon Sugar Refining Company, Limited                          | 7,000             | \$100    | \$100    | { none                                                      | \$132,588              | \$3 for 1907                                                | ...                                                                               | \$21                           |
| Perak Sugar Cultivation Company, Limited                       | 7,000             | Tls. 50  | Tls. 50  | { Tls. 100,000                                              | Tls. 8,935             | Tls. 4 (8 %) for year ending 31.8.06                        | 5 1/2 %                                                                           | Tls. 75 sellers                |
| <b>MINING.</b>                                                 |                   |          |          |                                                             |                        |                                                             |                                                                                   |                                |
| Chinese Engineering and Mining Company, Ltd.                   | 1,000,000         | £1       | £1       | { £110,000<br>£26,011                                       | £12,546                | { Final of 1/- (No. 7) making 2/- for year<br>ended 30.6.06 | 5 1/2 %                                                                           | Tls. 12 buyers                 |
| Original Consolidated Mining Company, Limited                  | 500,000           | G. \$10  | G. \$10  | { none                                                      | G \$909,050            | Interim of 50 cents for account 1906                        | 10 %                                                                              | G. \$10                        |
| Hub Australian Gold Mining Company, Limited                    | 150,000           | £1       | £1       | { £4,873                                                    | £8,745                 | No. 12 of 1/- = 48 cents                                    | ...                                                                               | \$8 1/2 sellers                |
| <b>DOCKS, WHARVES &amp; GODOWNS.</b>                           |                   |          |          |                                                             |                        |                                                             |                                                                                   |                                |
| Penwick (Geo.) & Co., Limited                                  | 18,000            | \$25     | \$25     | { \$70,000                                                  | \$8,915                | \$2 for 1905                                                | 4 1/2 %                                                                           | \$21                           |
| Hongkong & Kowloon Wharf and Godown Co., Ltd.                  | 40,000            | \$50     | \$50     | { \$50,000<br>\$65,160<br>\$20,000                          | \$20,040               | \$21 for a/c 1906                                           | 6 1/2 %                                                                           | \$95                           |
| Hongkong and Whampoa Dock Company, Ltd.                        | 70,000            | \$50     | \$50     | { \$49,500<br>\$58,000<br>\$1,000,000                       | \$392,087              | \$6 for first half-year ending 30.6.06                      | 8 1/2 %                                                                           | \$140 sellers                  |
| New Amoy Dock Company, Limited                                 | 10,000            | 16 1/2   | 16 1/2   | { \$58,000                                                  | \$2,221                | \$1 for 1905                                                | 8 1/2 %                                                                           | \$12                           |
| Shanghai Dock and Engineering Co., Ltd.                        | 55,700            | Tls. 100 | Tls. 100 | { Tls. 1,000,000<br>Tls. 400,210                            | Tls. 3,997             | Final of Tls. 4 making Tls. 8 for 1905/6                    | 7 1/2 %                                                                           | Tls. 107 buyers                |
| Shanghai and Hongkong Wharf Company, Limited                   | 32,000            | Tls. 100 | Tls. 100 | { Tls. 57,065                                               | Tls. 57,065            | Interim div. of Tls. 8 on account 1906                      | 5 1/2 %                                                                           | Tls. 235 buyers                |
| Do. do. (new)                                                  | 2,500             | Tls. 100 | Tls. 100 | { none                                                      | none                   | none                                                        | ...                                                                               | Tls. 225 sales                 |
| Yangtze Wharf and Godown Company, Limited                      | 2,500             | Tls. 100 | Tls. 100 | { Tls. 30,000                                               | Tls. 5,668             | Tls. 18 for 1905                                            | 7 1/2 %                                                                           | Tls. 240 buyers                |
| <b>LANDS, HOTELS &amp; BUILDINGS.</b>                          |                   |          |          |                                                             |                        |                                                             |                                                                                   |                                |
| Anglo-French Land Investment Co., Ltd.                         | 25,000            | Tls. 100 | Tls. 100 | { none                                                      | none                   | First year                                                  | ...                                                                               | Tls. 105 sa. & b.              |
| Star House Hotel Company, Limited (Shanghai)                   | 10,000            | \$25     | \$25     | { \$30,000                                                  | \$8,418                | \$3 for year ended 30.6.1906                                | 10 1/2 %                                                                          | \$29 buyers                    |
| Central Stores, Limited                                        | 6,000             | \$15     | \$15     | { none                                                      | \$4,719                | { \$2.40 on \$12 for 1905<br>7 % on \$7 1/2 for 1905        | 13 1/2 %                                                                          | \$18 buyers                    |
| Do. (new issue)                                                | 24,000            | \$15     | \$15     | { none                                                      | none                   | None                                                        | ...                                                                               | \$161 buyers                   |
| Do. (Founders)                                                 | 123               | \$15     | \$15     | { none                                                      | none                   | None                                                        | ...                                                                               | \$300 buyers                   |
| Hongkong Hotel Company, Limited                                | 12,000            | \$50     | \$50     | { \$648,973<br>\$19,075                                     | \$10,057               | \$5 for first half-year for 1906                            | 8 1/2 %                                                                           | \$122 buyers                   |
| Hongkong Land Investment and Agency Co., Ltd.                  | 50,000            | \$100    | \$100    | { \$250,000                                                 | \$55,218               | Final div. of \$31 making \$7 for 1906                      | 6 1/2 %                                                                           | \$128 buyers                   |
| Hotel des Colonies Company, Limited                            | 9,000             | Tls. 25  | Tls. 25  | { Tls. 29,783                                               | Tls. 1,935             | Final of 6 % = 10 % for 1905                                | 10 1/2 %                                                                          | Tls. 15 sales                  |
| Hotel Metropole Company, Limited                               | 2,000             | \$100    | \$100    | { none                                                      | \$4,999                | Final of \$6 making \$10                                    | 12 1/2 %                                                                          | \$80 sellers                   |
| Humphreys Estate & Finance Company, Limited                    | 150,000           | \$10     | \$10     | { \$208,386                                                 | \$5,070                | 80 cents for 1905                                           | 6 1/2 %                                                                           | \$12                           |
| Kowloon Land and Building Company, Limited                     | 6,000             | \$50     | \$50     | { none                                                      | \$1,089                | \$21 for 1906                                               | 6 1/2 %                                                                           | \$37 ex div.                   |
| Shanghai Land Investment Company, Limited                      | 12,000            | Tls. 50  | Tls. 50  | { Tls. 869,493                                              | Tls. 52,194            | Tls. 3 for half-year 1906                                   | 5 1/2 %                                                                           | Tls. 105 sales                 |
| Do. do. (new issue)                                            | 12,000            | Tls. 50  | Tls. 50  | { Tls. 170,000                                              | Tls. 52,194            | Final div. of \$2.10 making \$4.10 for 1906                 | 5 1/2 %                                                                           | Tls. 61 buyers                 |
| West Point Building Company, Limited                           | 12,500            | \$50     | \$50     | { none                                                      | \$1,519                | Final div. of \$2.10 making \$4.10 for 1906                 | 5 1/2 %                                                                           | \$504 sales                    |
| <b>COTTON MILLS.</b>                                           |                   |          |          |                                                             |                        |                                                             |                                                                                   |                                |
| Two Cotton Spinning and Weaving Company, Ltd.                  | 15,000            | Tls. 50  | Tls. 50  | { Tls. 150,000<br>Tls. 45,939                               | Tls. 64,986            | Tls. 10 for year ended 31.10.1906                           | 13 1/2 %                                                                          | Tls. 75 buyers                 |
| Hongkong Cotton Spinning, Weaving & Dyeing<br>Company, Limited | 125,000           | \$10     | \$10     | { Tls. 150,000<br>\$110,000                                 | \$21,600               | \$12 for the year ending 31.7.06                            | 10 1/2 %                                                                          | \$12                           |
| International Cotton Manufacturing Company, Ltd.               | 10,000            | Tls. 75  | Tls. 75  | { Tls. 150,000                                              | Tls. 36,211            | Tls. 6 for year ended 30.9.06 (8 %)                         | 9 1/2 %                                                                           | Tls. 61                        |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.              | 8,000             | Tls. 100 | Tls. 100 | { none                                                      | Tls. 30,760            | Tls. 8 for 1905                                             | 6 %                                                                               | Tls. 105 sellers               |
| Soy Chee Cotton Spinning Company, Limited                      | 2,000             | Tls. 500 | Tls. 500 | { Tls. 18,456                                               | Tls. 35,986            | Tls. 25 for 1905                                            | 6 1/2 %                                                                           | Tls. 360 buyers                |
| <b>MISCELLANEOUS.</b>                                          |                   |          |          |                                                             |                        |                                                             |                                                                                   |                                |
| Anglo-German Brewery Company, Limited                          | 4,000             | \$100    | \$100    | { none                                                      | \$1,066                | \$7 for 1905                                                | 7 1/2 %                                                                           | \$97 1/2                       |
| Bell's Asbestos Eastern Agency, Limited                        | 8,004             | 12 1/2   | 12 1/2   | { \$814                                                     | \$856                  | 1/3 per share for 1905                                      | 8 1/2 %                                                                           | \$7 sellers                    |
| Campbell, Moore & Co., Limited                                 | 1,200             | \$10     | \$10     | { \$9,000                                                   | \$1,097                | \$3 for 1905                                                | 10 %                                                                              | \$50                           |
| China-Borneo Company, Limited                                  | 60,000            | \$12     | \$12     | { none                                                      | Nil.                   | \$1 for 1904                                                | ...                                                                               | \$10                           |
| China Flour Mill Co., Limited                                  | 4,000             | Tls. 50  | Tls. 50  | { Tls. 50,000                                               | Tls. 889               | Final of Tls. 5 making Tls. 10 for 1905                     | 17 1/2 %                                                                          | Tls. 56 buyers                 |
| China Light and Power Company, Limited                         | 50,000            | \$10     | \$10     | { none                                                      | \$1,219                | 60 cents for year ended 30.6.06                             | 6 1/2 %                                                                           | \$94                           |
| China Provident Loan & Mortgage Company, Ltd.                  | 100,000           | \$10     | \$10     | { \$115,000                                                 | \$855                  | 80 cents for 1906                                           | 9 1/2 %                                                                           | \$84                           |
| Dairy Farm Company, Limited                                    | 25,000            | \$7 1/2  | \$6      | { \$50,000                                                  | \$2,555                | \$1.30 for year ending 31.7.1906                            | 8 %                                                                               | \$161 sales                    |
| Green Island Cement Company, Limited                           | 200,000           | \$10     | \$10     | { \$410,000<br>\$500,000                                    | \$52,291               | Int. div. of 75 cents for year ended 30.6.06                | 9 1/2 %                                                                           | \$21 1/2                       |
| Hall & Holtz, Limited                                          | 21,000            | \$20     | \$20     | { \$186,000                                                 | \$20,893               | \$21 for year ending 28.2.06                                | 10 1/2 %                                                                          | \$233 sellers                  |
| Hongkong Electric Company, Limited                             | 60,000            | \$10     | \$10     | { none                                                      | \$2,568                | \$5 cents for 10 months ending 28.2.06                      | 7 1/2 %                                                                           | \$16                           |
| Hongkong High-Level Tramways Company, Ltd.                     | 1,250             | \$100    | \$100    | { \$50,000                                                  | \$2,796                | Int. div. of \$20 for 10 months ending 18.10.05             | 10 1/2 %                                                                          | \$215                          |
| Hongkong Ice Company, Limited                                  | 5,000             | \$25     | \$25     | { \$80,000                                                  | \$3,776                | Int. div. of \$4 for year ended 30.6.06                     | 7 1/2 %                                                                           | \$250 buyers                   |
| Hongkong Rope Manufacturing Company, Ltd.                      | 50,000            | \$10     | \$10     | { \$61,000                                                  | \$5,813                | \$9 for 1905 on 5 shares                                    | 8 1/2 %                                                                           | \$21                           |